

**DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
FY 2011 CONGRESSIONAL BUDGET JUSTIFICATION**

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# Statement from the Administrator



The Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) are committed to supporting and implementing a performance-based budget that addresses one of our Nation's most pressing public health problems – motor vehicle crashes and their resulting fatalities and injuries. Motor vehicle crashes are the leading cause of death for people of every age from 4 through 34. Motor vehicle travel is the primary means of transportation in the United States, providing an unprecedented degree of mobility. Yet for all its advantages, traffic fatalities account for more than 90 percent of transportation-related fatalities and drain more than \$230 billion from the economy each year.

NHTSA's most valuable resource is its employees who are dedicated to the pursuit of our mission to save lives, prevent injuries and reduce economic costs due to road traffic crashes. We will use our staff's commitment, talent, and expertise to meet the Administration's new high priority performance goal to further reduce the highway fatality rate. We will utilize a variety of initiatives aimed at improving the safety of motor vehicles, encouraging the safe behaviors of drivers, passengers and other road users, undertaking additional research and data collection to foster improved safety, and providing easily accessible consumer information aimed at educating and informing the American public. NHTSA's FY 2011 Budget Request of \$877.6 million includes \$117.4 million for Behavioral Safety, \$132.8 million for Vehicle Safety, \$6.7 million for the National Driver Register, and \$620.7 million for State Grants, High Visibility Enforcement Support, and Grant Administration. Of this \$877.6M, \$860.6M supports DOT's Safety strategic objective, and \$17.0M supports the Environmental Stewardship objective.

Currently, our Nation is experiencing unprecedented declines in both vehicle miles traveled (VMT) and traffic fatalities on our roadways. In 2008, 37,261 people lost their lives in motor vehicle crashes, a decrease of 10 percent from 2007 (41,259). The fatality rate per 100 million VMT in 2008 also hit a historic low of 1.25, down from 1.36 in 2007. While these latest trends are highly encouraging, we do not expect them to continue once the country rebounds from its current economic hardships. With any rebound, the

expectation is that discretionary driving will increase, which in turn may reverse fatality reductions with increased exposure. Discretionary or recreational travel is considered much riskier than necessary travel for work and family obligations. It places motorists behind the wheel for longer lengths of time, and during all hours of the day and night. As a Nation we need to seize the opportunity to maintain the gains and further reduce the number of lives lost to these senseless and preventable tragedies. There is significant work to be done. We must continue our ongoing efforts to develop new and innovative strategies in the pursuit of safe and livable communities, both urban and rural.

Advanced technologies will make a big difference in our fight. Americans have entered an era when vehicle technologies have the capability to mitigate negative consequences of nearly all types of driver behavior; drowsiness, distraction, impairment, or just driver error. Technologies are available that can detect a vehicle's lane position and warn or take action to prevent the vehicle from leaving the roadway. Others can detect when a crash is going to occur and automatically brake to reduce the severity of a crash. Research is also underway to investigate and develop technologies that can accurately and reliably detect alcohol impairment and prevent the operation of a vehicle in the event of detection. In 2008, alcohol impairment claimed 11,773 lives. As an agency, we will continue to support State enactment of 1st offense ignition interlock laws.

In 2011, NHTSA will complete the transition of its new Government 5-Star Safety Ratings Program from the current longstanding crash testing and safety rating criteria to a program that incorporates new tests, new safety rating criteria, new crash test dummies, advanced crash avoidance technologies, and a new overall vehicle safety rating. It will also support a new information program for parents and caregivers to match up child safety seats with vehicles for model year 2011.

An emerging safety issue is distracted driving. In 2008, nearly 6,000 people died in crashes involving distracted or inattentive drivers, and more than half a million were injured. NHTSA supports the enactment of distracted driving laws that prevent drivers from texting while driving. Towards this end, NHTSA is proposing a new \$50 million distracted driving grant program for States that enact and enforce laws to prevent distracted driving with a focus on texting bans. Additionally, the agency will implement its new two-year Distraction Plan and Research Agenda. It includes efforts to further quantify the magnitude and nature of the problem, assess the impact of distraction on driver behavior and driving performance, inform public attitudes and opinions about distraction, assess the impact of product design on distraction potential, and assess how to effectively manage driver workload due to distraction.

A special emphasis will also be directed at teen driver safety, including States' Graduated Drivers License (GDL) programs. NHTSA supports State GDL provisions that prohibit novice drivers from using electronic communication and entertainment devices (including cell phones) during the learners and intermediate stages of a three-stage GDL program.

Older Americans face mobility challenges of their own. They value the independence of continued driving, and we support this, as long as the safety of themselves and/or others is not in jeopardy. To help maintain their independence, NHTSA will continue to develop and update a variety of resources, including medical guidelines, assessment tools, training protocols, and model screening programs. When driving is no longer an option,

we will ensure as passengers they have the highest degree of safety protection under our vehicle safety standards.

NHTSA will also undertake an increased policy emphasis on pedestrian safety. Older pedestrians (65+) accounted for 18 percent of fatally-injured pedestrians in 2008 and had the highest pedestrian fatality rate of any age group. Programmatic activity will focus on the older, young, impaired, and Hispanic populations where fatal injuries are overly prevalent. We plan to pursue a combination of education, enforcement, and research initiatives to address this crucial highway safety issue. Likewise, we will continue to examine the blind pedestrian safety risk associated with quieter cars (hybrid/electric and battery electric vehicles), identify possible countermeasures, and evaluate their potential effectiveness and acceptability.

In addition, NHTSA will continue to implement DOT's Motorcoach Safety Action Plan, which includes concrete steps to address major issues such as occupant protection, structural integrity, rollover prevention, fire safety, and emergency egress. While motorcoach travel is a very safe mode of transportation in the United States, carrying 750 million passengers annually, an average of 19 motorcoach occupants are killed in crashes each year. Because of the large number of passengers carried by motorcoaches, the potential for significant loss of life exists whenever a severe crash occurs.

NHTSA's FY 2011 budget submission supports DOT's high priority performance goal to further reduce the highway fatality rate. We look forward to working with the Congress and our partners to maintain the gains and further reduce the needless tragedies which occur on our Nation's roadways – 1 every 14 minutes. Safety remains DOT's and NHTSA's top priority, but the quest is not ours alone. We challenge all Americans, State and local jurisdictions, industry, and stakeholder groups alike – join us – the road is long, but through our collective efforts, we anticipate meeting our goals to protect the American public.

David L. Strickland

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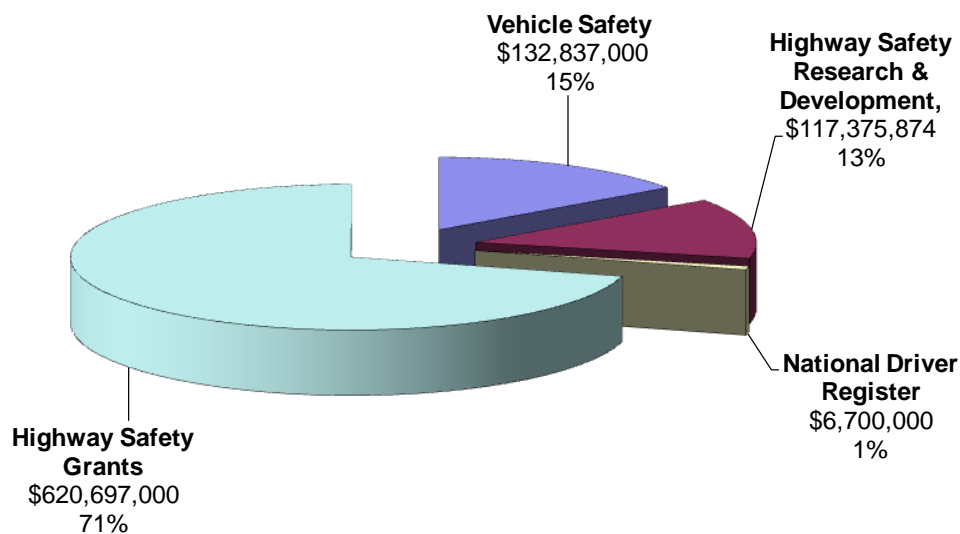


## **National Highway Traffic Safety Administration FY 2011 Budget Request**

### **Overview**

The National Highway Traffic Safety Administration remains dedicated to its mission to “Save lives, prevent injuries, and reduce economic costs due to road traffic crashes.” In Fiscal Year 2011, the agency is requesting \$877.6 million, an increase of \$4.8 million above the \$872.8 million FY 2010 enacted funding level, to conduct vehicle research and rulemaking, as well as to develop and implement data-driven, workable, and self-sustaining local highway safety programs that reduce highway injuries and fatalities. To accomplish these objectives, NHTSA provides grants to States and local communities, supports research, demonstrations and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs. NHTSA's programs have saved hundreds of thousands of lives since the agency's inception in 1970.

### **FY2011 Budget Request by Program (Total \$877,609,874)**



### **ADMINISTRATOR'S PRIORITIES**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a significant part of NHTSA's authorizing legislation, expired on September 30, 2009. As the agency works with lawmakers and stakeholders to develop the next surface transportation bill, the reality of evolving transportation needs is abundantly clear. Our nation's roadways must safely and efficiently provide the lifeline to our economy and our way of life for our diverse and growing population, while

protecting our environment for our children. For these important and disparate reasons, the agency is examining new and innovative programs to best serve all road users.

Keeping people safe on America's roadways is the core of NHTSA's mission, a goal shared by its many local, State, and national partners. During the early days of NHTSA, efforts concentrated on improving the ability of automobiles to withstand the forces of a crash. The agency developed and published numerous Federal Motor Vehicle Safety Standards (FMVSS) designed to protect occupants in the event of a crash. More recent efforts have added behavioral countermeasures that both increase the survivability of crashes – such as programs to increase seat belt use – as well as reduce the chance of crashes occurring in the first place – such as campaigns to reduce impaired driving. With this combination of vehicle and behavioral countermeasures, NHTSA has been instrumental in reducing injuries and fatalities to the lowest levels on record.

As successful as these activities have proven, even one fatality is too many. In 2008, 37,261 individuals lost their lives in traffic crashes. Current priority programs are boldly searching for ways to continue to decrease injuries and fatalities, focusing on the use of advanced vehicle technologies and the development of effective countermeasures that affect large and vulnerable populations, such as children and older road users. Additionally, the agency is looking at ways to reduce the environmental impact of vehicles, and the safety of vehicles that use alternative fuels and power sources.

### **Advanced Vehicle Technologies**

One priority area is devoted to new research in vehicle technologies to increase the ability of vehicles themselves to avoid crashes. Such programs offer the first opportunity to save lives and reduce injuries by preventing crashes in the first place, as well as reduce the property damage and traffic congestion that are the inevitable result of most crashes. NHTSA is conducting research to identify effective advanced safety technologies that provide a warning of an impending forward collision and/or automatically brake/slow the vehicle, as well as technologies that provide a warning of an imminent lane departure and/or that assist in keeping a vehicle in its lane. Additionally, the agency will research vehicle-based sensors effective at helping drivers avoid crashes. Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) Communications can improve the effectiveness and availability of these safety systems. Communications can also enable numerous other safety applications such as speed management, intersection collision avoidance, and congestion mitigation.

Other crash avoidance technologies seek to mitigate crashes by curtailing risky driver and/or passenger behavior. In early 2008, NHTSA entered into a five-year cooperative agreement with the Automotive Coalition for Traffic Safety (ACTS) aimed at developing alcohol detection technologies to reduce drunk driving that could have widespread deployment and are non-invasive, reliable, accurate, and precise. The agency is also looking to develop performance requirements for seat belt reminder systems to improve seat belt usage.

### **Distracted Driving**

Drivers who take their eyes off the road for extended periods of time, for even the time it takes to glance away from the road twice or press a button twice, have an increased likelihood of being involved in either a crash or near crash. Research on instrumented vehicles indicates that even complex secondary tasks, such as texting or dialing a cell phone, significantly increased this probability. The Department therefore proposes to establish a new incentive grant program for States that enact and enforce laws to prevent distracted driving, such as prohibiting texting while driving. States would be able to use these funds for any safety activity authorized under Title 23. The distraction grant program includes funding for development and placement of broadcast and print media to support enforcement of State laws to prevent distracted driving. The media ads will be developed to reach those segments of the population most likely to engage in distracted driving behavior.

### **Children**

Children are inherently vulnerable on roadways. As directed by Secretary Ray LaHood, the agency has undertaken a top-to-bottom review of child restraints, and will conduct research for the development of test procedures to assess child restraint performance in nearside impacts. Beginning in Model Year 2011, the agency will initiate a consumer service program that provides Vehicle-Child Restraint System (CRS) recommendations on [www.safercar.gov](http://www.safercar.gov) by encouraging vehicle manufacturers to voluntarily recommend child restraint models that “fit” in each vehicle. The agency is also completing rulemaking on rear visibility technology to mitigate backover crashes involving light vehicles at low speed, where small children are tragically often the victims. Additionally, the agency is looking at requirements for child restraint systems that will improve safety for older children. Finally, the agency is looking at ways to improve Lower Anchors and Tethers for Children (LATCH) in the center rear seat, tether anchorage locations, weight limit differences between child safety seats and tether anchorages, and labeling of anchorage locations.

### **Teen Driver Safety**

Young drivers are greatly over-represented in traffic crashes. Inexperience with the driving task and immature judgment contribute to teen driver risk-taking and crash involvement. Teens have lower seat belt use rates and higher speeding rates than other age groups, and have significant alcohol-impaired driving problems despite the fact that they are under the legal drinking age in every State. Teens also are especially prone to critical driver distractions such as text messaging. The Department proposes a special emphasis on teen driver safety that will examine, develop and deploy countermeasures to these teen risk behaviors, utilizing drivers licensing strategies, law enforcement and other promising approaches.

### **Older Drivers**

Older people currently comprise about 15% of the licensed drivers in the United States, and about 14% of all vehicle occupant fatalities. Beginning in 2011, when the Baby Boomer population starts to turn 65, NHTSA expects the proportion of licensed drivers and the fatalities among older occupants to increase dramatically. Through the programs defined in SAFETEA-LU Section 2017(a), NHTSA has been preparing for this increase through research, education, and communications and outreach activities related to older driver safety. In FY 2010, NHTSA released guidelines for motor vehicle administrators that, when applied at the State-level, will improve the scientific basis for driver licensing decisions. This will be followed by educational materials for driver licensing staff on referring license applicants for closer scrutiny by medical review staff. In 2011, NHTSA will release and market materials for caregivers of drivers with dementia to help them with the challenges of addressing driving safety. The Agency will also conduct research on the validity of driver screening and assessment tools that can be used in a range of venues, from medical settings to driver licensing offices, and research on driver compliance with licensing restrictions. Through these activities and others, NHTSA intends to continue to foster partnerships with aging services, law enforcement, and medical organizations to ensure the continued safe mobility of our aging population.

### **Pedestrian Safety**

The ability of citizens to safely walk around their community is a key component to all Livable Community programs. The agency contributes to the Department's goal to make communities more livable through its work to improve pedestrian safety. NHTSA's research, education and enforcement program activities focus on the older, younger, impaired, and Hispanic populations where fatal injuries are over represented. In 2011, the agency will continue a multi-year effort to demonstrate the effectiveness of a combined education and enforcement program in four locations experiencing high pedestrian crashes. We will develop and test educational and enforcement-based programs to reduce the incidence of crashes involving impaired pedestrians, release the findings of a study of hit and run pedestrian crashes, update the agency's child pedestrian safety videos and expand partnerships within the Hispanic community to increase pedestrian and bicycle safety programs in the community. NHTSA will also continue to implement the agency's plan to address risk associated with quieter cars for blind pedestrians, identify possible countermeasures, and evaluate their potential effectiveness and acceptability.

### **Fuel Economy and Environmental Benefits**

In December 2007, the Energy Independence and Security Act (EISA) of 2007 was signed into law. It requires NHTSA to undertake several efforts in addition to its current fuel economy activities and mandates timelines for their completion. As part of these efforts, the agency is funding a study by the National Academy of Sciences (NAS) on fuel economy regulation of medium and heavy work trucks. EISA also mandates the agency to develop a labeling rule that rates vehicle fuel economy and greenhouse gas

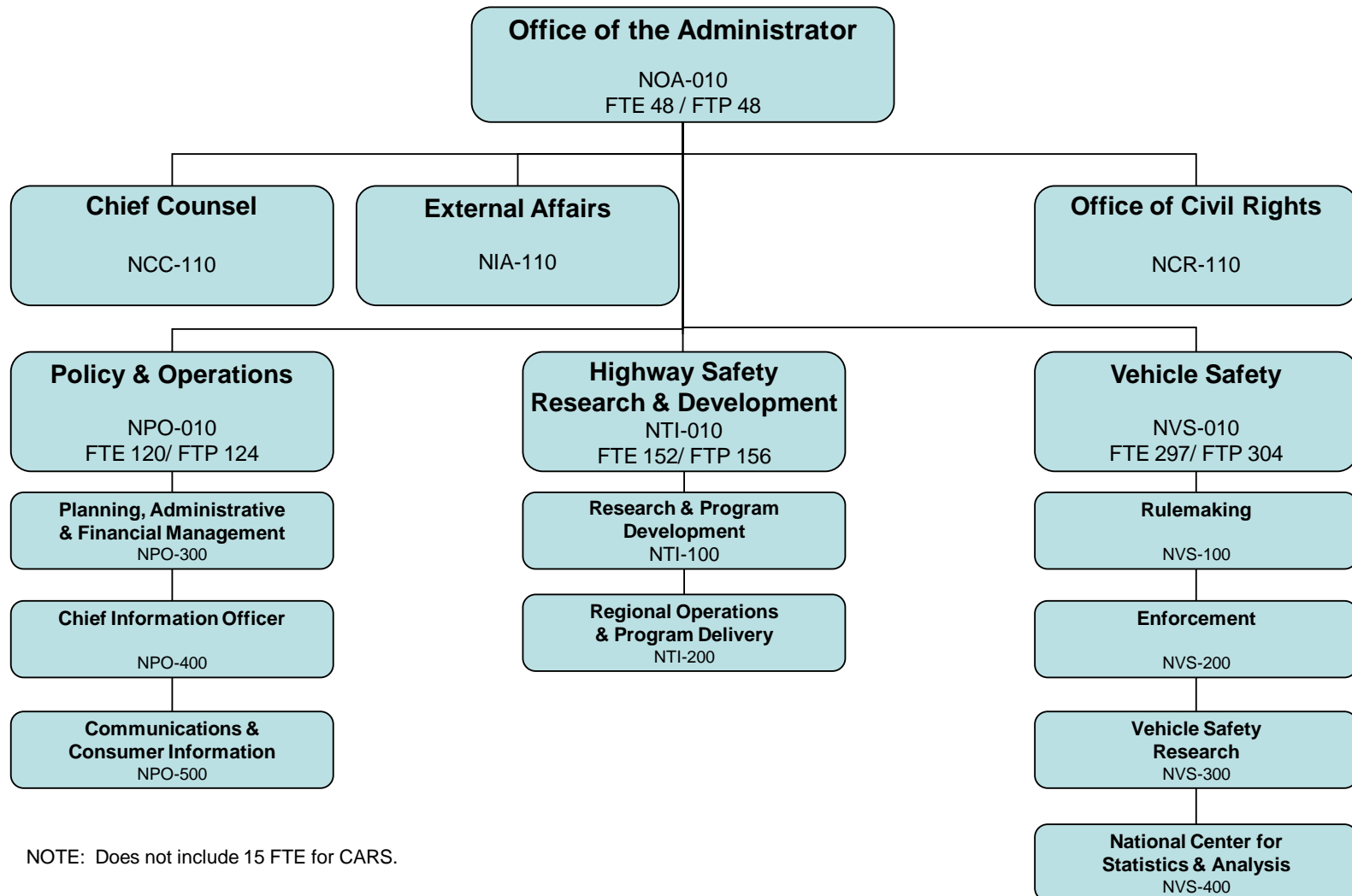
(GHG) emission, a fuel economy education program, and a fuel tank labeling program for alternative fuel vehicles.

The Consumers Assistance to Recycle and Save (CARS) Act of June 2009, commonly referred to as Cash for Clunkers, was a \$3 billion federal program that the government created in FY 2009 to help energize the economy, spur auto sales and put safer cars on the road. CARS gave buyers up to \$4,500 toward a new, more environmentally friendly vehicle when they traded in their old gas-guzzling cars or trucks. The CARS program closed after one month after taking nearly 700,000 clunkers off the roads, and replacing them with far more fuel-efficient vehicles, with a 58% improvement in fuel requirements. NHTSA projects additional benefits from these newer technology vehicles, such as reduced greenhouse gas emissions and improved safety features (i.e. electronic stability control, front and side air bags, other recently introduced safety features, etc.).

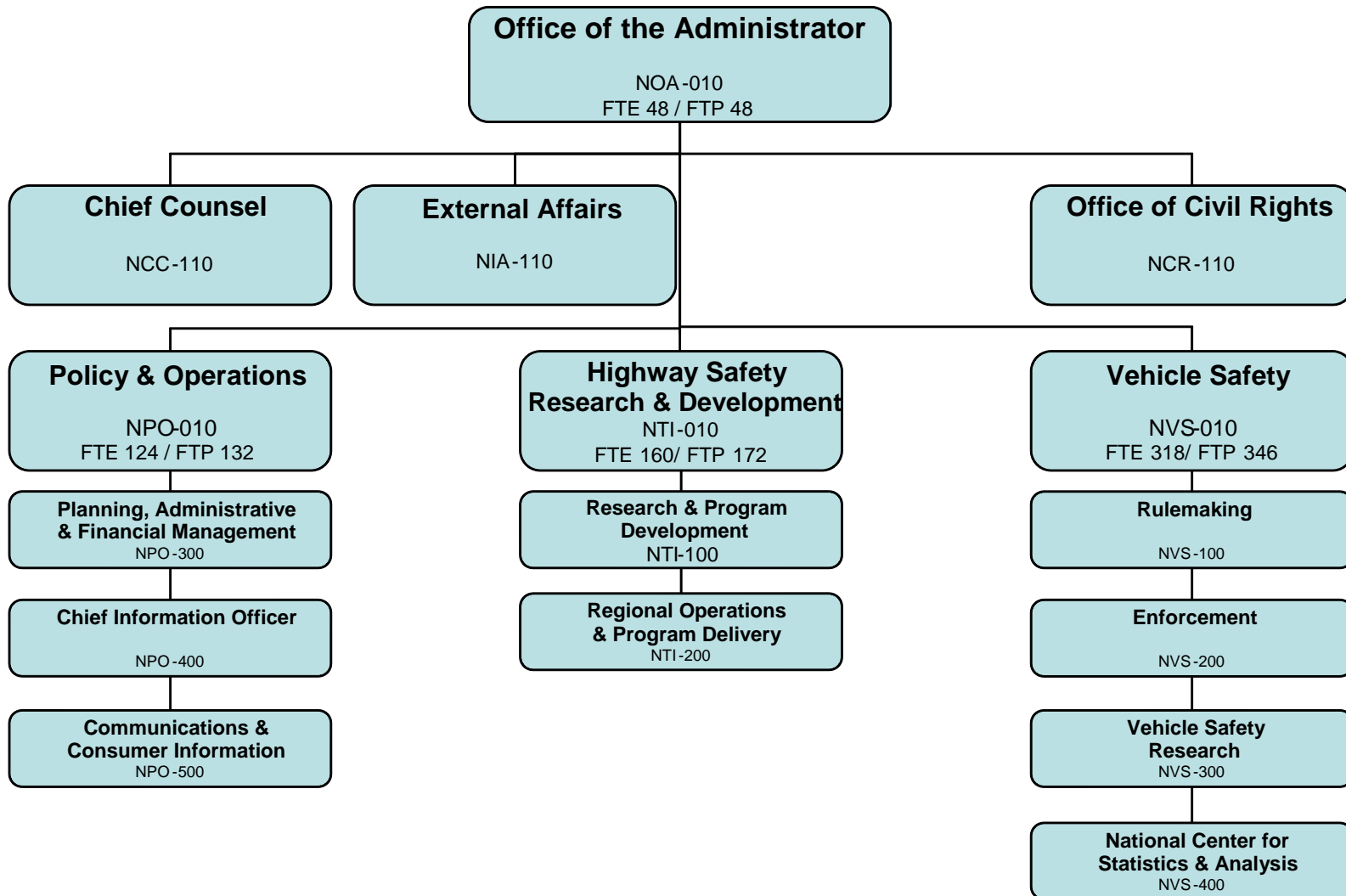
### **CONCLUSION**

In conclusion, NHTSA's budget request of \$877.6 million continues its programs and activities with SAFETEA-LU in the absence of an authorization proposal, and focuses on consumer information, technological, behavioral and enforcement programs to reach its mission. If funded at the requested level, NHTSA will achieve maximum results towards reaching the identified performance goals and targets to improve: (1) the traffic safety behaviors of our drivers, passengers and non-occupants and (2) the overall safety of vehicles, thereby further reducing fatalities, as well as the severity of injuries sustained in motor vehicle crashes. This has significant societal and economic benefit to the United States.

**FY 2010 Enacted FTE  
National Highway Traffic Safety Administration  
(Total 617 FTE / 632 FTP)**



**FY 2011  
National Highway Traffic Safety Administration  
(Total 650 FTE / 698 FTP)**



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**EXHIBIT II - 1**

**FY 2011 REQUEST  
COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
(\$000)**

<u>ACCOUNT NAME</u>	<u>FY 2009 ENACTED</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
<b>Operations and Research</b>	<b>\$ 222,110</b>	<b>\$ 243,628</b>	<b>\$ 238,337</b>
Vehicle Safety Research (General Fund - Appropriation)	127,000	140,427	132,837
Highway Safety Research & Development (HTF Ob. Lim.) **	105,500	105,500	105,500
Rescission/cancellation of unobligated balances***	(10,390)	(2,299)	-
<b>National Driver Register</b>	<b>\$ 3,456</b>	<b>\$ 7,350</b>	<b>\$ 6,530</b>
National Driver Register (HTF - Ob. Lim.) **	4,000	4,000	4,000
National Driver Register Modernization (GF)	-	3,350	2,530
Rescission/cancellation of unobligated balances	(544)	-	-
<b>Highway Traffic Safety Grants (HTF - Ob. Lim.)</b>	<b>559,300</b>	<b>605,496</b>	<b>619,500</b>
Highway Traffic Safety Grants (HTF - Ob. Lim.) **	619,500	619,500	619,500
Rescission/cancellation of unobligated balances	(60,200)	(14,004)	-
<b>Consumer Assistance to Recycle and Save (CARS)</b>	<b>3,000,000</b>	<b>-</b>	<b>-</b>
<b>TOTAL*</b>	<b>\$ 3,784,866</b>	<b>\$ 856,474</b>	<b>\$ 864,367</b>

\*Totals may not add due to rounding.

\*\* Reflects SAFETEA-LU levels found in P.L. 109-59 .

\*\*\* The rescission amount of -\$10,900,000 for unobligated balances in HSR&D was reduced to the actual available unobligated balance of \$10,390,487.

**EXHIBIT II-2**

**FY 2011 REQUEST BY APPROPRIATION ACCOUNT  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**Appropriations, Obligation Limitations, and Exempt Obligations**

(\$000)

	(A)	(B)	(C)	(D)
<b>ACCOUNT NAME</b>	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>VARIANCE</b>
<b>VEHICLE SAFETY RESEARCH (General Fund Appropriation)</b>	<b>\$ 127,000</b>	<b>\$ 140,427</b>	<b>\$ 132,837</b>	<b>\$ (7,590)</b>
Safety Performance (Rulemaking)	16,968	21,688	22,338	650
Safety Assurance (Enforcement)	18,077	18,077	18,125	48
Highway Safety Programs	1,600	-	-	-
Research and Analysis	31,670	35,545	30,445	(5,100)
Administrative Expenses	58,685	65,117	61,929	(3,188)
<b>HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (HTF)</b>	<b>\$ 105,500</b>	<b>\$ 105,500</b>	<b>\$ 117,376</b>	<b>\$ 11,876</b>
Highway Safety Programs	42,009	44,609	44,848	239
Research and Analysis - NCSA	26,908	26,908	29,737	2,829
Administrative Expenses	36,583	33,983	42,791	8,808
<b>TOTAL OPERATIONS AND RESEARCH</b>	<b>\$ 232,500</b>	<b>\$ 245,927</b>	<b>\$ 250,213</b>	<b>\$ 4,286</b>
<b>NATIONAL DRIVER REGISTER</b>				
Program Expenses (HTF - Ob. Lim.)	2,500	2,500	2,531	31
Program Expenses (GF)	-	3,350	2,530	(820)
Administrative Expenses (HTF - Ob. Lim.)	1,500	1,500	1,639	139
<b>TOTAL NATIONAL DRIVER REGISTER</b>	<b>\$ 4,000</b>	<b>\$ 7,350</b>	<b>\$ 6,700</b>	<b>\$ (650)</b>
<b>HIGHWAY TRAFFIC SAFETY GRANTS</b>				
Section 402 Formula Grants	235,000	235,000	235,000	-
Section 405 Occupant Protection Incentive Grants	25,000	25,000	25,000	-
Section 406 Safety Belt Performance Grant Program	124,500	124,500	74,500	(50,000)
Distracted Driving Prevention Grant	-	-	50,000	50,000
Section 408 State Traffic Safety Info. System Improvements	34,500	34,500	34,500	-
Section 410 Alcohol Incentive Formula Grants	139,000	139,000	139,000	-
Section 2010 Motorcyclist Safety Grants	7,000	7,000	7,000	-
Section 2011 Child Safety and Booster Seat Grants	7,000	7,000	7,000	-
Section 2009 High Visibility Enforcement	29,000	29,000	29,000	-
Administrative Expenses	18,500	18,500	19,697	1,197
<b>TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (HTF)</b>	<b>\$ 619,500</b>	<b>\$ 619,500</b>	<b>\$ 620,697</b>	<b>\$ 1,197</b>
<b>CONSUMER ASSISTANCE TO RECYCLE AND SAVE (CARS)</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>GRAND TOTAL</b>	<b>\$ 3,856,000</b>	<b>\$ 872,777</b>	<b>\$ 877,610</b>	<b>\$ 4,833</b>

**EXHIBIT II-3**

**FY 2011 BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT AND STRATEGIC GOAL  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)**

<u>ACCOUNT NAME</u>	<u>SAFETY</u>	<u>REDUCED CONGESTION</u>	<u>GLOBAL CONN.</u>	<u>ENVIRON. STEWARD.</u>	<u>SECURITY</u>	<u>ORG EXCELL*</u>	<u>TOTAL</u>
VEHICLE SAFETY RESEARCH (General Fund Appropriation)	\$ 115,823	\$ -	\$ -	\$ 17,014	\$ -	[ 757]	\$ 132,837
Safety Performance (Rulemaking)	7,501			14,837			
Safety Assurance (Enforcement)	18,125						
Research and Analysis	30,141			304			
Administrative Expenses	60,056			1,873			
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (HTF)	\$ 117,376	\$ -	\$ -	\$ -	\$ -	[ 669]	\$ 117,376
Highway Safety Programs	44,848						
Research and Analysis - NCSA	29,737						
Administrative Expenses	42,791						
<b>TOTAL OPERATIONS AND RESEARCH</b>	<b>\$ 233,199</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,014</b>	<b>\$ -</b>	<b>[ 1,426]</b>	<b>\$ 250,213</b>
NATIONAL DRIVER REGISTER							
Program Expenses (HTF - Ob.Lim.)	2,531						
Program Expenses (GF)	2,530						
Administrative Expenses (HTF - Ob. Lim.)	1,639						
<b>TOTAL NATIONAL DRIVER REGISTER</b>	<b>\$ 6,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>[ 38]</b>	<b>\$ 6,700</b>
HIGHWAY TRAFFIC SAFETY GRANTS							
Section 402 Formula Grants	235,000						
Section 405 Occupant Protection Incentive Grants	25,000						
Section 406 Safety Belt Performance Grant Program	74,500						
Distracted Driving Prevention	50,000						
Section 408 State Traffic Safety Info. System Improvements	34,500						
Section 410 Alcohol Incentive Formula Grants	139,000						
Section 2009 High Visibility Enforcement	7,000						
Section 2010 Motorcyclist Safety Grants	7,000						
Section 2011 Child Safety and Booster Seat Grants	29,000						
Administrative Expenses	19,697						
<b>TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (HTF)</b>	<b>\$ 620,697</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>[ 3,536]</b>	<b>\$ 620,697</b>
<b>GRAND TOTAL**</b>	<b>\$ 860,596</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,014</b>	<b>\$ -</b>	<b>[ 5,000]</b>	<b>\$ 877,610</b>

\* Organizational Excellence funding is a non-add line incorporated into Administrative Operating Expenses and equitably distributed among all budget lines.

\*\*The Strategic Goals in this exhibit reflect those identified in DOT's 2006 – 2011 Strategic Plan. DOT's new strategic plan will be released in FY 2010.

**EXHIBIT II-3(a)**

**FY 2011 INFORMATION TECHNOLOGY (IT) BUDGET REQUEST BY IT INVESTMENT AND STRATEGIC GOAL**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**Appropriations, Obligation Limitations, and Exempt Obligations**

(\$000)

<u>ACCOUNT NAME</u>	<u>SAFETY</u>	<u>REDUCED CONGESTION</u>	<u>GLOBAL CONN.</u>	<u>ENVIRON. STEWARD.</u>	<u>SECURITY</u>	<u>ORG EXCELLENCE</u>	<u>TOTAL</u>
VEHICLE SAFETY RESEARCH (General Fund Appropriation)	\$ 11,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,493
Safety Performance (Rulemaking)							
Safety Assurance (Enforcement)	5,363						
Highway Safety Programs							
Research and Analysis	307						
Administrative Expenses	5,823						
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (HTF)	\$ 14,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,999
Highway Safety Programs							
Research and Analysis - NCSA	9,686						
Administrative Expenses	5,313						
<b>TOTAL OPERATIONS AND RESEARCH</b>	<b>\$ 14,999</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,999</b>
NATIONAL DRIVER REGISTER							
Program Expenses (HTF - Ob.Lim.)	2,531						
Program Expenses (GF)	2,530						
Administrative Expenses (HTF - Ob. Lim.)							
<b>TOTAL NATIONAL DRIVER REGISTER</b>	<b>\$ 5,061</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,061</b>
HIGHWAY TRAFFIC SAFETY GRANTS							
Section 402 Formula Grants							
Section 405 Occupant Protection Incentive Grants							
Section 406 Safety Belt Performance Grant Program							
Distracted Driving Prevention							
Section 408 State Traffic Safety Info. System Improvements							
Section 410 Alcohol Incentive Formula Grants							
Section 2010 Motorcyclist Safety Grants							
Section 2011 Child Safety and Booster Seat Grants							
Section 2009 High Visibility Enforcement							
Administrative Expenses	602						
<b>TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (HTF)</b>	<b>\$ 602</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 602</b>
<b>GRAND TOTAL</b>	<b>\$ 20,662</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,662</b>

**EXHIBIT II-4**

**FY 2011 BUDGET AUTHORITY  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
(\$000)**

<b><u>ACCOUNT NAME</u></b>	<b><u>Mandatory/ Discretionary</u></b>	<b><u>FY 2009 ENACTED</u></b>	<b><u>FY 2010 ENACTED</u></b>	<b><u>FY 2011 REQUEST</u></b>
<b>Vehicle Safety Research (GF-Appropriation)</b>	<b>D</b>	<b>\$ 127,000</b>	<b>\$ 140,427</b>	<b>\$ 132,837</b>
<b>Hwy. Safety Research &amp; Develop. (HTF. Ob Lim.)</b>	<b>M</b>	<b>\$ 95,110</b>	<b>\$ 103,201</b>	<b>\$ 105,500</b>
Hwy. Safety Research & Develop. (HTF. Ob Lim.)*		105,500	105,500	105,500
Rescission/cancellation of unobligated balances**		(10,390)	(2,299)	-
<b>National Driver Register</b>		<b>\$ 3,456</b>	<b>\$ 7,350</b>	<b>\$ 6,530</b>
National Driver Register (HTF - Ob. Lim.)*	<b>M</b>	4,000	4,000	4,000
National Driver Register Modernization (GF)	<b>D</b>	-	3,350	2,530
Rescission/cancellation of unobligated balances		(544)	-	-
<b>Highway Traffic Safety Grants (HTF Ob. Lim.)</b>	<b>M</b>	<b>\$ 559,300</b>	<b>\$ 605,496</b>	<b>\$ 619,500</b>
Highway Traffic Safety Grants (HTF Ob. Lim.)*		619,500	619,500	619,500
Rescission/cancellation of unobligated balances		(60,200)	(14,004)	-
<b>Consumer Assistance to Recycle and Save (CARS)</b>	<b>D</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL:</b>		<b>\$ 3,784,866</b>	<b>\$ 856,474</b>	<b>\$ 864,367</b>
[Mandatory]	<b>M</b>	657,866	712,697	729,000
[Discretionary]	<b>D</b>	3,127,000	143,777	135,367

\* Reflects SAFETEA-LU levels found in P.L. 109-59.

\*\* The rescission amount of -\$10,900,000 for unobligated balances in HSR&D was reduced to the actual available unobligated balance of \$10,390,487.

**EXHIBIT II-5**

**FY 2011 OUTLAYS  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
(\$000)**

	<b>(A) FY 2009 ENACTED</b>	<b>(B) FY 2010 ENACTED</b>	<b>(C) FY 2011 REQUEST</b>
<b>Vehicle Safety Research (GF-Appropriation)</b>	\$ 108,211	\$ 126,643	\$ 138,500
<b>Hwy. Safety Research &amp; Develop. (HTF Ob. Lim.)</b>	125,766	131,242	136,729
<b>National Driver Register (HTF Ob. Lim.)</b>	4,978	3,637	3,924
<b>National Driver Register Modernization (GF)</b>	-	2,680	3,214
<b>Highway Traffic Safety Grants (HTF Ob. Lim.)</b>	523,479	732,890	714,436
<b>Consumer Assistance to Recycle and Save (CARS)</b>	2,828,659	169,341	2,000
<b>TOTAL</b>	\$ 3,591,093	\$ 1,166,433	\$ 998,803

Note: All outlays are discretionary.

## EXHIBIT II-6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONAppropriations, Obligation Limitations, and Exempt Obligations  
(\$000)

## SUMMARY TABLE

## Baseline Changes

Program Category	FY 2010 ENACTED	Non-Add Columns			Baseline Changes								Non-Add Column	FY 2011 Request
		FY 2010 PC&B By Program	FY 2010 # FTE Per Program	FY 2010 Contract Expenses	Annualization FY 2010 Pay Raises	FY 2011 Raises**	GSA Rent	WCF Increases/ Decrease	Inflation/ Deflation	Program Increases/ Decreases	FY 2011 PC&B Program Increases	FY 2011 # FTE Per Program Increase	FY 2011 Contract Expense Program Increases	
<b>PERSONNEL RESOURCES (FTE)</b>														
Direct FTE*	617		617									33		650
Reimbursable FTE														
<b>FINANCIAL RESOURCES</b>														
<b>Administrative Expenses</b>														
Salaries and Benefits (11 & 12)**	84,403	84,403	-	-	754	1,280	-	44	-	-	4,536	-	-	91,016
Travel (21)***	1,421	-	-	-	-	-	-	-	7	-	-	-	-	1,428
Transportation of Things (22)	70	-	-	-	-	-	-	1	-	-	-	-	-	71
GSA Rent	7,945	-	-	-	-	-	(597)	636	-	-	-	-	-	7,984
Communications, Rent & Utilities (23)	4,062	-	-	-	-	-	-	10	11	-	-	-	-	4,083
Printing (24)	358	-	-	-	-	-	-	1	-	-	-	-	-	359
Other Services (25)	18,734	-	-	10,359	-	-	-	225	26	13	-	-	-	18,996
Supplies (26)	1,080	-	-	-	-	-	-	-	5	-	-	-	-	1,086
Equipment (31)	1,027	-	-	-	-	-	-	-	5	-	-	-	-	1,032
<b>Administrative Expenses Total****</b>	<b>119,100</b>	<b>84,403</b>	<b>617</b>	<b>10,359</b>	<b>754</b>	<b>1,280</b>	<b>(597)</b>	<b>917</b>	<b>54</b>	<b>13</b>	<b>4,536</b>	<b>-</b>	<b>-</b>	<b>126,056</b>
<b>VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS</b>														
VS - Safety Performance (Rulemaking)	21,688	-	-	21,688	-	-	-	-	-	650	-	-	650	22,338
VS - Safety Assurance (Enforcement)	18,077	-	-	18,077	-	-	-	-	-	48	-	-	48	18,125
VS - Research and Analysis	33,945	-	-	33,945	-	-	-	-	-	(3,500)	-	-	(3,500)	30,445
VS - Research and Analysis - NCSA*****	1,600	-	-	1,600	-	-	-	-	-	(1,600)	-	-	(1,600)	-
HS - Highway Safety Programs	44,609	-	-	44,609	-	-	-	-	-	239	-	-	239	44,848
HS - Research and Analysis - NCSA*****	26,908	-	-	26,908	-	-	-	-	-	2,829	-	-	2,829	29,737
<b>National Driver Register</b>														
NDR - (HFT Ob. Lim.)	2,500	-	-	2,500	-	-	-	-	-	31	-	-	31	2,531
NDR Modernization - (GF)	3,350	-	-	3,350	-	-	-	-	-	(820)	-	-	(820)	2,530
<b>HIGHWAY TRAFFIC SAFETY GRANTS</b>														
1. Sec.402 Formula Grants	235,000	-	-		-	-	-	-	-	-	-	-	-	235,000
2. Sec. 405 Occupant Protection Inc.Grants	25,000	-	-		-	-	-	-	-	-	-	-	-	25,000
3. Sec. 406 Saf. Belt Perf. Grants*****	124,500	-	-		-	-	-	-	-	(50,000)	-	-	-	74,500
4. Distracted Driving*****	-	-	-		-	-	-	-	-	50,000	-	-	-	50,000
5. Sec. 408 State Traf. Safe. Info. Sys Impr.	34,500	-	-		-	-	-	-	-	-	-	-	-	34,500
6. Sec. 410 Alcohol Incentive Grant Program	139,000	-	-		-	-	-	-	-	-	-	-	-	139,000
7. Sec. 2010 Motorcyclist Safety	7,000	-	-		-	-	-	-	-	-	-	-	-	7,000
8. Sec.2011 Child Saf. and Booster Seat	7,000	-	-		-	-	-	-	-	-	-	-	-	7,000
9. Sec.2009 High Visibility Enforcement	29,000	-	-		-	-	-	-	-	-	-	-	-	29,000
<b>Programs Total</b>	<b>753,677</b>			<b>152,677</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(2,123)</b>	<b>-</b>	<b>-</b>	<b>(2,123)</b>	<b>751,554</b>
<b>GRAND TOTAL</b>	<b>872,777</b>	<b>84,403</b>	<b>617</b>	<b>163,036</b>	<b>754</b>	<b>1,280</b>	<b>(597)</b>	<b>917</b>	<b>54</b>	<b>(2,110)</b>	<b>4,536</b>	<b>-</b>	<b>(2,123)</b>	<b>877,610</b>

NOTE: Total may not add due to rounding.

\*The Enacted level of 617 FTE does not include CARS FTEs (15). The Request includes 33 FTEs to support rulemaking, enforcement and research and analysis; to develop countermeasures for distracted driving and youth and older drivers; support in the regions; and staff in policies and operations and chief counsel.

\*\*Total represents a 1.4% pay raise.

\*\*\* Travel funding does not include TSI Travel which is funded through program funds.

\*\*\*\* Admin expenses shared within the Agency are aligned with the funding targets each year between funds. NHTSA has realigned shared administrative expenses under Rent, Communications, &amp; Utilities and Other Services between VS and HSRD.

\*\*\*\*\*Research and Analysis - NCSA - \$1,600,000 was realigned from NVS to HSR&amp;D in 2011.

\*\*\*\*\*The Section 406 grant program funding will be reduced by \$50,000,000 to fund the proposed Distracted Driving Prevention Grant Program

EXHIBIT II - 6 (a)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

VEHICLE SAFETY RESEARCH

Baseline Changes

Program Category	FY 2010 Enacted	Non-Add Columns			Baseline Changes								Non-Add Column	FY 2011 Request
		FY 2010 PC&B By Program	FY 2010 # FTE Per Program	FY 2010 Contract Expenses	Annualization FY 2010 Pay Raises	FY 2011 Raises**	GSA Rent	WCF Increases/ Decrease	Inflation/ Deflation	Program Increases/ Decreases	FY 2011 PC&B Program Increases	FY 2011 # FTE Per Program Increase	FY 2011 Contract Expense Program Increases	
<b>PERSONNEL RESOURCES (FTE)</b>														
Direct FTE*	339		339									23		362
Reimbursable FTE														
<b>FINANCIAL RESOURCES</b>														
<b>ADMINISTRATIVE EXPENSES</b>														
Salaries and Benefits (11 & 12)**	51,446	51,446	-	-	312	621	-	44	-	-	3,053	-	-	55,476
Travel (21)***	539	-	-	-	-	-	-	-	2	-	-	-	-	541
Transportation of Things (22)	70	-	-	-	-	-	-	1	-	-	-	-	-	71
GSA Rent	1,525	-	-	-	-	-	(1,525)	-	-	-	-	-	-	0
Communications, Rent & Utilities (23)	2,993	-	-	-	-	-	-	(1,924)	5	-	-	-	-	1,074
Printing (24)	358	-	-	-	-	-	-	1	-	-	-	-	-	359
Other Services (25)	7,160	-	-	2,350	-	-	-	(2,818)	6	(972)	-	-	-	3,376
Supplies (26)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment- (31)	1,027	-	-	-	-	-	-	-	5	-	-	-	-	1,032
<b>Administrative Expenses Total****</b>	<b>65,117</b>	<b>51,446</b>	<b>339</b>	<b>2,350</b>	<b>312</b>	<b>621</b>	<b>(1,525)</b>	<b>(4,696)</b>	<b>18</b>	<b>(972)</b>	<b>3,053</b>	<b>-</b>	<b>-</b>	<b>61,929</b>
<b>PROGRAMS</b>														
Safety Performance (Rulemaking)	21,688	-	-	21,688	-	-	-	-	-	650	-	-	650	22,338
Safety Assurance (Enforcement)	18,077	-	-	18,077	-	-	-	-	-	48	-	-	48	18,125
Research and Analysis	33,945	-	-	33,945	-	-	-	-	-	(3,500)	-	-	(3,500)	30,445
Research and Analysis - NCSA*****	1,600	-	-	1,600	-	-	-	-	-	(1,600)	-	-	(1,600)	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Programs Total</b>	<b>75,310</b>	<b>-</b>	<b>-</b>	<b>75,310</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(4,402)</b>	<b>-</b>	<b>-</b>	<b>(4,402)</b>	<b>70,908</b>
<b>TOTAL, VEHICLE SAFETY RESEARCH</b>	<b>140,427</b>	<b>51,446</b>	<b>339</b>	<b>77,660</b>	<b>312</b>	<b>621</b>	<b>(1,525)</b>	<b>(4,696)</b>	<b>18</b>	<b>(5,374)</b>	<b>3,053</b>	<b>-</b>	<b>(4,402)</b>	<b>132,837</b>

Note: Total may not add due to rounding.

\* The Request includes 23 FTE to support activities in Rulemaking (8); Research (6); Enforcement (4); NCSA (3); and 2 in policy and operations .

\*\*Total represents a 1.4% pay raise for FY 2011.

\*\*\* Travel funding does not include TSI Travel which is funded through program funds.

\*\*\*\* Administrative expenses shared within the Agency are aligned with the funding targets each year between funds. NHTSA has realigned shared administrative expenses under Rent, Communications, & Utilities and Other Services between Vehicle Safety and Highway Safety Research.

\*\*\*\*\*Research and Analysis - NCSA - \$1,600,000 was realigned from NVS to HSR&D in 2011.

\*\*\*\*\*The Section 406 grant program funding will be reduced by \$50,000,000 to fund the proposed Distracted Driving Prevention Grant Program.



## EXHIBIT II - 6 (b)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONAppropriations, Obligation Limitations, and Exempt Obligations  
(\$000)

## HIGHWAY SAFETY RESEARCH &amp; DEVELOPMENT

## Baseline Changes

Program Category	FY 2010 Enacted	Non-Add Columns			Baseline Changes								FY 2011 Contract Expense Program Increases	FY 2011 Request
		FY 2010 PC&B By Program	FY 2010 # FTE Per Program	FY 2010 Contract Expenses	Annualization FY 2010 Pay Raises	FY 2011 Raises**	GSA Rent	WCF Increases/ Decrease	Inflation/ Deflation	Program Increases/ Decreases	FY 2011 PC&B Program Increases	FY 2011 # FTE Per Program Increase		
<b>PERSONNEL RESOURCES (FTE)</b>														
Direct FTE*	184		184									6		190
Reimbursable FTE														
<b>FINANCIAL RESOURCES</b>														
<b>ADMINISTRATIVE EXPENSES</b>														
Salaries and Benefits (11 & 12)	21,392	21,392	-	-	130	258	-	-	-	-	869	-	-	22,649
Travel (21)***	484	-	-	-	-	-	-	-	3	-	-	-	-	487
Transportation of Things (22)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	5,910	-	-	-	-	-	926	636	-	-	-	-	-	7,472
Communications, Rent & Utilities (23)	1,069	-	-	-	-	-	-	1,934	6	-	-	-	-	3,009
Printing (24)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Services (25)	4,046	-	-	1,386	-	-	-	3,043	15	985	-	-	-	8,089
Supplies (26)	1,080	-	-	-	-	-	-	-	5	-	-	-	-	1,086
Equipment- (31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Administrative Expenses Total****</b>	<b>33,983</b>	<b>21,392</b>	<b>184</b>	<b>1,386</b>	<b>130</b>	<b>258</b>	<b>926</b>	<b>5,613</b>	<b>30</b>	<b>985</b>	<b>869</b>	<b>-</b>	<b>-</b>	<b>42,791</b>
<b>PROGRAMS</b>														
Highway Safety Programs	44,609	-	-	44,609	-	-	-	-	-	239	-	-	239	44,848
Research and Analysis - NCSA*****	26,908	-	-	26,908	-	-	-	-	-	2,829	-	-	2,829	29,737
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Programs Total</b>	<b>71,517</b>	<b>-</b>	<b>-</b>	<b>71,517</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,068</b>	<b>-</b>	<b>-</b>	<b>3,068</b>	<b>74,585</b>
<b>TOTAL, HIGHWAY SAFETY RESEARCH &amp; DEVELOPMENT</b>	<b>105,500</b>	<b>21,392</b>	<b>184</b>	<b>72,903</b>	<b>130</b>	<b>258</b>	<b>926</b>	<b>5,613</b>	<b>30</b>	<b>4,053</b>	<b>869</b>	<b>-</b>	<b>3,068</b>	<b>117,376</b>

NOTE: Total may not add due to rounding.

\* The Request includes 3 FTE to develop countermeasures to address distracted driving and youth and older drivers in addition to 2 FTE in policy and operations and 1 FTE in chief counsel.

\*\*Total represents a 1.4% pay raise.

\*\*\* Travel funding does not include TSI Travel which is funded through program funds.

\*\*\*\* Administrative expenses shared within the Agency are aligned with the funding targets each year between funds. NHTSA has realigned shared administrative expenses under Rent, Communications, &amp; Utilities and Other Services between Vehicle Safety and Highway Safety Research.

\*\*\*\*\*Research and Analysis - NCSA - \$1,600,000 was  
realigned from NVS to HSR&D in 2011.

\*\*\*\*\*The Section 406 grant program funding will be reduced by \$50,000,000 to fund the proposed Distracted Driving Prevention Grant Program.

## EXHIBIT II - 6 (c)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONAppropriations, Obligation Limitations, and Exempt Obligations  
(\$000)

## NATIONAL DRIVER REGISTER

## Baseline Changes

Program Category	FY 2010 Enacted	Non-Add Columns			Annualization FY 2010 Pay Raises	FY 2011 Raises*	GSA Rent	WCF Increases/ Decrease	Inflation/ Deflation	Program Increases/ Decreases	FY 2011 PC&B Program Increases	FY 2011 # FTE Per Program Increase	Non-Add Column	FY 2011 Request
		FY 2010 PC&B By Program	FY 2010 # FTE Per Program	FY 2010 Contract Expenses									FY 2011 Contract Expense Program Increases	
PERSONNEL RESOURCES (FTE)														
Direct FTE	11		11									-		11
Reimbursable FTE														
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits (11 & 12)*	1,153	1,153	-		65	72	-	-	-	-	-	-	-	1,290
Travel (21)**	21	-	-	-	-	-	-	-	-	-	-	-	-	21
Transportation of Things (22)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GSA Rent	326	-	-	-	-	-	1	-	-	-	-	-	-	326
Communications, Rent & Utilities (23)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing (24)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Services (25)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies (26)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment- (31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Administrative Expenses Total	1,500	1,153	11	-	65	72	1	-	-	-	-	-	-	1,639
PROGRAMS														
National Driver Register														
National Driver Register (HTF Ob. Lim)	2,500	-	-	2,500	-	-	-	-	-	31	-	-	31	2,531
National Driver Register Modernization (GF)	3,350	-	-	3,350	-	-	-	-	-	(820)	-	-	(820)	2,530
		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-
Programs Total	5,850	-	-	5,850	-	-	-	-	-	(789)	-	-	(789)	5,061
TOTAL, NATIONAL DRIVER REGISTER	7,350	1,153	11	5,850	65	72	1	-	-	(789)	-	-	(789)	6,700

NOTE: Total may not add due to rounding.

\*Total represents a 1.4% pay raise.

\*\* Travel funding does not include TSI Travel which is funded through program funds.

EXHIBIT II - 6 (d)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

HIGHWAY TRAFFIC SAFETY GRANTS

Baseline Changes

		Non-Add Columns												Non-Add Column	
Program Category	FY 2010 Enacted	FY 2010 PC&B By Program	FY 2010 # FTE Per Program	FY 2010 Contract Expenses	Annualization FY 2010 Pay Raises	FY 2011 Raises**	GSA Rent	WCF Increases/ Decrease	Inflation/ Deflation	Program Increases/ Decreases	FY 2011 PC&B Program Increases	FY 2011 # FTE Per Program Increase	FY 2011 Contract Expense Program Increases	FY 2011 Request	
PERSONNEL RESOURCES (FTE)															
Direct FTE*	82		82									5		87	
Reimbursable FTE															
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits (11 & 12)	10,412	10,412	-	-	247	329	-	-	-	-	613	-	-	11,601	
Travel (21)***	377	-	-	-	-	-	-	-	2	-	-	-	-	379	
Transportation of Things (22)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
GSA Rent	184	-	-	-	-	-	1	-	-	-	-	-	-	185	
Communications, Rent & Utilities (23)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Printing (24)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other Services (25)	7,528	-	-	6,623	-	-	-	-	4	-	-	-	-	7,532	
Supplies (26)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Equipment- (31)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Administrative Expenses Total	18,500	10,412	82	6,623	247	329	1	-	6	-	613	-	-	19,697	
PROGRAMS															
Highway Traffic Safety Grants															
Section 402 Highway Traffic Safety Grants	235,000	-	-	-	-	-	-	-	-	-	-	-	-	235,000	
Section 405 Occupant Protection Inc.Grants	25,000	-	-	-	-	-	-	-	-	-	-	-	-	25,000	
Section 406 Safety Belt Performance Grant****	124,500	-	-	-	-	-	-	-	-	(50,000)	-	-	-	74,500	
Distracted Driving****	-	-	-	-	-	-	-	-	-	50,000	-	-	-	50,000	
Section 408 State Traffic Safety Info. Sys.	34,500	-	-	-	-	-	-	-	-	-	-	-	-	34,500	
Section 410 Alcohol Incentive Grant Program	139,000	-	-	-	-	-	-	-	-	-	-	-	-	139,000	
Section 2010 Motorcyclist Safety Grants	7,000	-	-	-	-	-	-	-	-	-	-	-	-	7,000	
Section 2011 Child Safety and Booster Seat	7,000	-	-	-	-	-	-	-	-	-	-	-	-	7,000	
Section 2009 High Visibility Enforcement	29,000	-	-	-	-	-	-	-	-	-	-	-	-	29,000	
Programs Total	601,000	-	-	-	-	-	-	-	-	-	-	-	-	601,000	
TOTAL, HIGHWAY TRAFFIC SAFETY GRANTS	619,500	10,412	82	6,623	247	329	1	-	6	-	613	-	-	620,697	

NOTE: Total may not add due to rounding.

\* The Request includes 4.5 FTE to support field operations.

\*\*Total represents a 1.4% pay raise.

\*\*\* Travel funding does not include TSI Travel which is funded through program funds.

\*\*\*\*The Section 406 grant program funding will be reduced by \$50,000,000 to fund the proposed Distracted Driving Prevention Grant Program

**EXHIBIT II-7**

**WORKING CAPITAL FUND**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**Appropriations, Obligation Limitations, Exempt Obligations and Reimbursable Obligations  
(\$000)**

	<b><u>FY 2009 ENACTED</u></b>	<b><u>FY 2010 ENACTED</u></b>	<b><u>FY 2011 REQUEST</u></b>	<b><u>VARIANCE</u></b>
DIRECT:				
<b>Operations &amp; Research</b>	<b>\$ 10,344</b>	<b>\$ 10,847</b>	<b>\$ 11,764</b>	<b>\$ 917</b>
SUBTOTAL	<u>10,344</u>	<u>10,847</u>	<u>11,764</u>	<u>917</u>
TOTAL	<b><u>\$ 10,344</u></b>	<b><u>\$ 10,847</u></b>	<b><u>\$ 11,764</u></b>	<b><u>\$ 917</u></b>

**EXHIBIT II-8**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
PERSONNEL RESOURCE - SUMMARY**

**Total Full-Time Equivalents**

	<b><u>FY 2009 ENACTED</u></b>	<b><u>FY 2010 ENACTED</u></b>	<b><u>FY 2011 REQUEST</u></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
<b><u>Operations and Research</u></b>	<b><u>506</u></b>	<b><u>523</u></b>	<b><u>552</u></b>
Vehicle Safety Research (GF - Appropriation)*	329	339	362
Highway Safety Research and Development (HTF Ob. Lim.)**	177	184	190
<b>National Driver Register (HTF - Ob. Lim)</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>Highway Traffic Safety Grants (HTF - Ob. Lim.)***</b>	<b><u>76</u></b>	<b><u>82</u></b>	<b><u>87</u></b>
<b>Subtotal FTEs</b>	<b><u>593</u></b>	<b><u>617</u></b>	<b><u>650</u></b>
<b>Consumer Assistance to Recycle and Save (CARS)</b>	<b><u>15</u></b>	<b><u>15</u></b>	<b><u>0</u></b>
<b>TOTAL FTEs</b>	<b><u><u>608</u></u></b>	<b><u><u>632</u></u></b>	<b><u><u>650</u></u></b>

Note: Totals may not add due to rounding.

Note#2: The CARS FTE FY 2011 level will be determined at a future date.

\* The Request includes 23 FTE to support activities in Rulemaking (8); Research (6); Enforcement (4); NCSA (3); and 2 in policy and operations.

\*\* The Request includes 6 FTE to develop countermeasures to address distracted driving and youth and older drivers in addition to 2 in policy and operations and 1 in chief counsel.

\*\*\* The Request includes 4.5 FTE to support field operations.

**EXHIBIT II-9****NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
RESOURCE SUMMARY - STAFFING****Total Full-Time Positions**

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
<b><u>Operations and Research</u></b>	<b><u>517</u></b>	<b><u>534</u></b>	<b><u>596</u></b>
Vehicle Safety Research (GF - Appropriation)	332	342	387
Highway Safety Research and Development (HTF Ob. Lim.)	185	192	209
<b>National Driver Register (HTF - Ob. Lim.)</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>Highway Traffic Safety Grants (HTF - Ob. Lim.)</b>	<b><u>80</u></b>	<b><u>86</u></b>	<b><u>91</u></b>
<b>TOTAL POSITIONS</b>	<b><u>608</u></b>	<b><u>632</u></b>	<b><u>698</u></b>
<b>Consumer Assistance to Recycle and Save (CARS)</b>	<b><u>15</u></b>	<b><u>15</u></b>	<b><u>0</u></b>
<b>TOTAL FTEs</b>	<b><u>623</u></b>	<b><u>647</u></b>	<b><u>698</u></b>

Note: The CARS FTE FY 2011 level will be determined at a future date.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**FY 2011 BUDGET SUBMISSION**  
**SUMMARY ANALYSIS OF FUNDING REQUIREMENTS**

Item	FY 2010 Enacted PL 111-117					FY 2011 Congressional Budget Justification					FY 2011 CBJ BUDGET VS FY 2010 ENACTED VARIANCE				
	Highway Safety				FY 2010 Enacted PL 111-117	Highway Safety				FY 2011 Congressional Budget Justification	Highway Safety				CHANGE FROM FY 2010
	Vehicle Safety	Research & Development	National Driver Register	Safety Grants		Vehicle Safety	Research & Development	National Driver Register	Safety Grants		Vehicle Safety	Research & Development	National Driver Register	Safety Grants	
FTP Positions	342	192	11	86	632	387	209	11	91	698	45	17	0	5	66
Full-time Equivalent Workyears (FTE's)	339	184	11	82	617	362	190	11	87	650	23	6	0	5	33
Full-time Permanent (FTP) Salaries	39,223,109	15,800,363	871,957	8,016,439	63,911,868	42,295,660	16,728,772	1,028,528	8,977,619	69,030,579	3,072,551	928,409	156,571	961,180	5,118,711
Within-grade Increases	580,806	236,013	13,120	119,434	949,373	626,303	249,881	12,230	130,801	1,019,215	45,497	13,868	-890	11,367	69,842
Other than FTP Salaries/Temporary Appointments	293,154	732,784	41,192	58,081	1,125,211	316,118	775,841	38,397	63,608	1,193,964	22,964	43,057	-2,795	5,527	68,753
Overtime & Holiday	56,789	23,847	1,557	11,413	93,606	61,238	25,248	1,451	12,500	100,437	4,449	1,401	-106	1,087	6,831
Differentials (Sunday, Night, Hardship, etc.)	6,310	2,650	173	1,268	10,401	6,804	2,805	161	1,388	11,158	494	155	-12	120	757
Terminal Leave Payments	31,550	13,249	865	6,341	52,005	34,021	14,027	806	6,945	55,798	2,471	778	-59	604	3,793
SES Awards	138,817	58,293	3,806	27,899	228,815	149,692	61,718	3,547	30,554	245,511	10,875	3,425	-259	2,655	16,696
Performance Awards	536,339	203,082	14,702	107,794	861,917	578,353	215,015	13,704	118,053	925,125	42,015	11,933	-998	10,259	63,209
Other (CSRS Annuitants, etc.)	73,989	0	0	0	73,989	79,784	0	0	0	79,784	5,795	0	0	0	5,795
<b>Total, Salaries</b>	<b>40,940,863</b>	<b>17,070,281</b>	<b>947,372</b>	<b>8,348,669</b>	<b>67,307,185</b>	<b>44,147,973</b>	<b>18,073,307</b>	<b>1,098,824</b>	<b>9,341,468</b>	<b>72,661,572</b>	<b>3,207,111</b>	<b>1,003,026</b>	<b>151,452</b>	<b>992,799</b>	<b>5,354,388</b>
Regular Benefits	9,789,019	4,100,870	202,584	2,032,846	16,125,319	10,555,844	4,341,834	188,834	2,226,314	17,312,826	766,825	240,964	-13,750	193,468	1,187,507
Benefits Associated with Within Grade Increases (25.3%)	146,944	59,711	3,319	30,217	240,191	158,455	63,220	3,094	33,093	257,862	11,511	3,509	-225	2,876	17,671
Transit Benefits	569,143	0	0	0	569,143	613,728	0	0	0	613,728	44,585	0	0	0	44,585
Employees Compensation Fund	0	161,169	0	0	161,169	170,639	0	0	0	170,639	0	9,470	0	0	9,470
<b>Total, Benefits</b>	<b>10,505,106</b>	<b>4,321,750</b>	<b>205,903</b>	<b>2,063,063</b>	<b>17,095,822</b>	<b>11,328,027</b>	<b>4,575,693</b>	<b>191,928</b>	<b>2,259,407</b>	<b>18,355,055</b>	<b>822,921</b>	<b>253,943</b>	<b>-13,975</b>	<b>196,344</b>	<b>1,259,233</b>
<b>Total, Salaries and Benefits</b>	<b>51,445,969</b>	<b>21,392,031</b>	<b>1,153,275</b>	<b>10,411,733</b>	<b>84,403,007</b>	<b>55,476,000</b>	<b>22,649,000</b>	<b>1,290,752</b>	<b>11,600,876</b>	<b>91,016,628</b>	<b>4,030,032</b>	<b>1,256,969</b>	<b>137,477</b>	<b>1,189,144</b>	<b>6,613,621</b>
<b>Travel</b>	<b>538,990</b>	<b>484,410</b>	<b>21,105</b>	<b>376,875</b>	<b>1,420,980</b>	<b>541,373</b>	<b>486,832</b>	<b>21,000</b>	<b>378,969</b>	<b>1,428,175</b>	<b>2,783</b>	<b>2,422</b>	<b>-105</b>	<b>2,094</b>	<b>7,195</b>
<b>Transportation of Things</b>	<b>70,325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,325</b>	<b>70,677</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,677</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>352</b>
WCF	70,325	0	0	0	70,325	70,677	0	0	0	70,677	352	0	0	0	352
Administrative Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Rent, Communications, &amp; Utilities</b>	<b>4,517,531</b>	<b>6,979,856</b>	<b>325,620</b>	<b>183,892</b>	<b>12,006,899</b>	<b>1,073,656</b>	<b>10,480,898</b>	<b>327,248</b>	<b>185,132</b>	<b>12,066,934</b>	<b>-3,443,875</b>	<b>3,501,042</b>	<b>1,628</b>	<b>1,240</b>	<b>60,035</b>
GSA Rent	1,524,608	5,910,405	325,620	183,892	7,944,525	0	7,471,868	327,248	185,132	7,984,248	-1,524,608	1,561,463	1,628	1,240	39,723
WCF	1,924,608	105,734	0	0	2,030,342	0	2,040,494	0	0	2,040,494	-1,924,608	1,934,760	0	0	10,152
Hotline	1,068,315	963,717	0	0	2,032,032	1,073,656	968,536	0	0	2,042,192	5,341	4,819	0	0	10,160
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Printing and Reproduction</b>	<b>357,642</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>357,642</b>	<b>359,430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>359,430</b>	<b>1,788</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,788</b>
WCF	357,642	0	0	0	357,642	359,430	0	0	0	359,430	1,788	0	0	0	1,788
Administrative Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Other Services</b>	<b>7,159,764</b>	<b>4,046,328</b>	<b>0</b>	<b>7,527,500</b>	<b>18,733,592</b>	<b>3,375,618</b>	<b>8,088,367</b>	<b>0</b>	<b>7,532,023</b>	<b>18,996,008</b>	<b>-3,784,146</b>	<b>4,042,039</b>	<b>0</b>	<b>4,523</b>	<b>262,416</b>
WCF	3,819,144	0	0	0	3,819,144	1,000,252	3,042,745	0	0	4,042,997	-2,818,892	3,042,745	0	0	223,853
NOPUS	0	0	0	1,656,000	1,656,000	0	0	0	0	1,656,000	0	0	0	0	0
VRTC	1,017,060	0	0	1,017,060	1,017,060	1,022,145	0	0	0	1,022,145	5,085	0	0	0	5,085
Safety Research	0	0	0	4,967,000	4,967,000	0	0	0	0	4,967,000	0	0	0	0	0
Administrative Services	0	3,090,375	0	0	3,090,375	0	3,105,827	0	0	3,105,827	0	15,452	0	0	15,452
Training	276,375	0	0	0	276,375	277,757	0	0	0	277,757	1,382	0	0	0	1,382
CIO Operations	2,047,185	376,953	0	0	2,424,138	1,075,464	1,360,795	0	0	2,436,259	-971,721	983,842	0	0	12,121
Field Operations	0	0	0	904,500	904,500	0	0	0	0	909,023	0	0	0	4,523	4,523
Program Evaluation	0	579,000	0	0	579,000	0	579,000	0	0	579,000	0	0	0	0	0
<b>Supplies and Materials</b>	<b>0</b>	<b>1,080,375</b>	<b>0</b>	<b>0</b>	<b>1,080,375</b>	<b>0</b>	<b>1,085,777</b>	<b>0</b>	<b>0</b>	<b>1,085,777</b>	<b>0</b>	<b>5,402</b>	<b>0</b>	<b>0</b>	<b>5,402</b>
Administrative Services	0	1,080,375	0	0	1,080,375	0	1,085,777	0	0	1,085,777	0	5,402	0	0	5,402
Training	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CIO Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Field Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Administration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Equipment</b>	<b>1,027,179</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,027,179</b>	<b>1,032,246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,032,246</b>	<b>5,067</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,067</b>
Administrative Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Training	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CIO Operations	1,027,179	0	0	0	1,027,179	1,032,246	0	0	0	1,032,246	5,067	0	0	0	5,067
Field Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Administration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Other Objects (Including Travel)</b>	<b>13,671,031</b>	<b>12,590,969</b>	<b>346,725</b>	<b>8,088,267</b>	<b>34,696,992</b>	<b>6,453,000</b>	<b>20,141,874</b>	<b>348,248</b>	<b>8,096,124</b>	<b>35,039,245</b>	<b>-7,218,031</b>	<b>7,550,905</b>	<b>1,523</b>	<b>7,857</b>	<b>342,253</b>
<b>Total, Administrative Expenses</b>	<b>65,117,000</b>	<b>33,983,000</b>	<b>1,500,000</b>	<b>18,500,000</b>	<b>119,100,000</b>	<b>61,929,000</b>	<b>42,790,874</b>	<b>1,639,000</b>	<b>19,697,000</b>	<b>126,055,874</b>	<b>-3,188,000</b>	<b>8,807,874</b>	<b>139,000</b>	<b>1,197,001</b>	<b>6,955,875</b>
<b>Total Program Funding: Contracts/Grants</b>	<b>75,310,000</b>	<b>71,517,000</b>	<b>5,850,000</b>	<b>601,000,000</b>	<b>753,677,000</b>	<b>70,908,000</b>	<b>74,595,000</b>	<b>5,061,000</b>	<b>601,000,000</b>	<b>751,554,000</b>	<b>-4,402,000</b>	<b>3,068,000</b>	<b>-789,000</b>	<b>0</b>	<b>-2,123,000</b>
<b>Grand Total</b>	<b>140,427,000</b>	<b>105,500,000</b>	<b>7,350,000</b>	<b>619,500,000</b>	<b>872,777,000</b>	<b>132,837,000</b>	<b>117,375,874</b>	<b>6,700,000</b>	<b>620,697,000</b>	<b>877,609,874</b>	<b>-7,590,000</b>	<b>11,875,874</b>	<b>-650,000</b>	<b>1,197,001</b>	<b>4,832,875</b>
WCF 1/	6,171,719	105,734	0	0	6,277,453	1,430,359	5,083,239	0	0	6,513,598	-4,741,360	4,977,505	0	0	236,145
WCF in Other Objects	0	0	0	0	6,277,453	0	0	0	0	6,277,453	0	0	0	0	-6,277,453
WCF (Transit Benefits) in Salaries and Benefits	0	0	0	0	569,143	613,728	0	0	0	613,728	613,728	0	0	0	44,585
WCF (CIO) in Program Funding Below NON-ADD	0	0	0	0	4,000,000	0	0	0	0	4,636,483	0	0	0	0	636,483
<b>Total Working Capital Fund</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,846,596</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,763,809</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>917,213</b>

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**FY 2011 BUDGET SUBMISSION**  
**SUMMARY ANALYSIS OF FUNDING REQUIREMENTS**

Item	FY 2010 Enacted PL 111-117					FY 2011 Congressional Budget Justification					FY 2011 CBJ BUDGET VS FY 2010 ENACTED VARIANCE				
	Highway Safety Research & Development				FY 2010 Enacted PL 111-117	Highway Safety Research & Development				FY 2011 Congressional Budget Justification	Highway Safety Research & Development				CHANGE FROM FY 2010
	Vehicle Safety	National Driver Register	Safety Grants			Vehicle Safety	National Driver Register	Safety Grants			Vehicle Safety	National Driver Register	Safety Grants		
<b>Highway Safety Research Development and Vehicle Safety Programs</b>	<b>75,310,000</b>	<b>71,517,000</b>	<b>0</b>	<b>0</b>	<b>146,827,000</b>	<b>70,908,000</b>	<b>74,585,000</b>	<b>0</b>	<b>0</b>	<b>145,493,000</b>	<b>-4,402,000</b>	<b>3,068,000</b>	<b>0</b>	<b>0</b>	<b>-1,334,000</b>
<b>Safety Performance (Rulemaking)</b>	<b>21,688,000</b>				<b>21,688,000</b>	<b>22,338,000</b>				<b>22,338,000</b>	<b>650,000</b>				<b>650,000</b>
1. Safety Standards Support	2,300,000				2,300,000	2,300,000				2,300,000	0				0
2. New Car Assessment	10,393,000				10,393,000	12,043,000				12,043,000	1,650,000				1,650,000
3. Fuel Economy (CAFE)	8,900,000				8,900,000	7,900,000				7,900,000	-1,000,000				-1,000,000
4. Climate Control	20,000				20,000	20,000				20,000	0				0
5. Theft Control and Other Programs	75,000				75,000	75,000				75,000	0				0
<b>Safety Assurance (Enforcement)</b>	<b>18,077,000</b>				<b>18,077,000</b>	<b>18,125,000</b>				<b>18,125,000</b>	<b>48,000</b>				<b>48,000</b>
1. Vehicle Safety Compliance	8,096,000				8,096,000	8,096,000				8,096,000	0				0
2. Safety Defects Investigations	9,829,000				9,829,000	9,829,000				9,829,000	0				0
3. Odometer Fraud Investigations	152,000				152,000	200,000				200,000	48,000				48,000
<b>Highway Safety Program</b>	<b>0</b>	<b>44,609,000</b>			<b>44,609,000</b>	<b>0</b>	<b>44,848,000</b>			<b>44,848,000</b>	<b>0</b>	<b>239,000</b>			<b>239,000</b>
1. Impaired Driving		11,456,000			11,456,000		11,456,000			11,456,000	0	0			0
2. Drug Impaired Driving		1,488,000			1,488,000		1,488,000			1,488,000	0	0			0
3. Pedestrian, Bicycle and Pupil Transportation					0					0	0	0			0
3a. Safety Counter Measures*		4,345,000			4,345,000		4,345,000			4,345,000	0	0			0
4. Older Driver Safety					0					0	0	0			0
5. Motorcycle Safety					0					0	0	0			0
6. National Occupant Protection		10,282,000			10,282,000		10,358,000			10,358,000	0	76,000			76,000
7. Enforcement and Justice Service		3,001,000			3,001,000		3,001,000			3,001,000	0	0			0
8. Section 2017(b) Law Enforcement Trng.		500,000			500,000		500,000			500,000	0	0			0
9. Emergency Medical Services		2,144,000			2,144,000		2,174,000			2,174,000	0	30,000			30,000
10. Enhance 911 and Natl. EMS Info. Sys.		1,250,000			1,250,000		1,250,000			1,250,000	0	0			0
a. NEMSIS		1,500,000			1,500,000		1,813,000			1,813,000	0	313,000			313,000
11. Driver Licensing		1,002,000			1,002,000		1,016,000			1,016,000	0	14,000			14,000
<b>12. Highway Safety Research</b>	<b>0</b>	<b>7,541,000</b>			<b>7,541,000</b>	<b>0</b>	<b>7,347,000</b>			<b>7,347,000</b>	<b>0</b>	<b>-194,000</b>			<b>-194,000</b>
a. Regular Highway Safety Research		4,891,000			4,891,000		4,947,000			4,947,000	0	56,000			56,000
b. Section 2013 Drug Impaired Driving		1,200,000			1,200,000		1,200,000			1,200,000	0	0			0
c. ACTS alcohol interlock initiative		1,250,000			1,250,000		1,000,000			1,000,000	0	-250,000			-250,000
d. Rural grant evaluations		200,000			200,000		200,000			200,000	0	0			0
e. Teens in driver's seats outreach					0		0			0	0	0			0
13. Emerging Traffic Safety Issues					0		0			0	0	0			0
14. Behavioral International Programs		100,000			100,000		100,000			100,000	0	0			0
<b>Total, Research and Analysis</b>	<b>35,545,000</b>	<b>26,908,000</b>			<b>62,453,000</b>	<b>30,445,000</b>	<b>29,737,000</b>			<b>60,182,000</b>	<b>-5,100,000</b>	<b>2,829,000</b>			<b>-2,271,000</b>
<b>Research and Analysis</b>	<b>33,945,000</b>				<b>33,945,000</b>	<b>30,445,000</b>				<b>30,445,000</b>	<b>-3,500,000</b>				<b>-3,500,000</b>
1. Safety Systems	8,226,000				8,226,000	8,226,000				8,226,000	0	0			0
2. Biomechanics	11,000,000				11,000,000	11,000,000				11,000,000	0	0			0
<b>3. Heavy Vehicles</b>	<b>2,115,000</b>				<b>2,115,000</b>	<b>2,115,000</b>				<b>2,115,000</b>	<b>0</b>				<b>0</b>
a. Regular program	2,115,000				2,115,000	2,115,000				2,115,000	0	0			0
b. Commercial vehicle rollover					0					0	0	0			0
4. Crash Avoidance and Pneumatic Tire Res.	8,104,000				8,104,000	8,104,000				8,104,000	0	0			0
5. Plastic and composite vehicles					0					0	0	0			0
6. Alternative Fuel Vehicle Safety	4,500,000				4,500,000	1,000,000				1,000,000	-3,500,000				-3,500,000
<b>National Ctr. For Statistics and Analysis</b>	<b>1,600,000</b>	<b>26,908,000</b>			<b>28,508,000</b>	<b>0</b>	<b>29,737,000</b>			<b>29,737,000</b>	<b>-1,600,000</b>	<b>2,829,000</b>			<b>1,229,000</b>
1. Traffic Records		1,650,000			1,650,000		1,650,000			1,650,000	0	0			0
2. Natl. Motor Veh. Crash Causation Survey					0					0	0	0			0
3. Fatality Analysis Reporting System - FAST FARS	1,300,000	7,172,000			8,472,000		8,725,000			8,725,000	-1,300,000	1,553,000			253,000
4. Early Fatality Analysis Reporting System					0					0	0	0			0
5. National Automotive Sampling System	300,000	12,230,000			12,530,000		12,906,000			12,906,000	-300,000	676,000			376,000
6. State Data Systems		2,490,000			2,490,000		2,490,000			2,490,000	0	0			0
7. Special Crash Investigations		1,700,000			1,700,000		1,800,000			1,800,000	0	100,000			100,000
8. Data Analysis Program		1,666,000			1,666,000		2,166,000			2,166,000	0	500,000			500,000
<b>NATIONAL DRIVER REGISTER - HTF</b>			<b>2,500,000</b>		<b>2,500,000</b>		<b>2,531,000</b>			<b>2,531,000</b>	<b>0</b>	<b>0</b>	<b>31,000</b>		<b>31,000</b>
<b>NATIONAL DRIVER REGISTER - GF</b>			<b>3,350,000</b>		<b>3,350,000</b>		<b>2,530,000</b>			<b>2,530,000</b>	<b>0</b>	<b>0</b>	<b>-820,000</b>		
<b>HIGHWAY TRAFFIC SAFETY GRANTS</b>			<b>601,000,000</b>		<b>601,000,000</b>					<b>601,000,000</b>	<b>0</b>			<b>0</b>	<b>0</b>
1. Sec. 402 Formula Grants			235,000,000		235,000,000					235,000,000	0				0
2. Sec. 405 Occupant Protection Incentive Grants			25,000,000		25,000,000					25,000,000	0				0
3. Sec. 406 Safety Belt Performance Grants			124,500,000		124,500,000					74,500,000	0			-50,000,000	-50,000,000
4. Distracted Driving			0		0					50,000,000	0			50,000,000	50,000,000
5. Sec. 408 State Traffic Safety Info. Sys. Improvement			34,500,000		34,500,000					34,500,000	0				0
6. Sec. 410 Alcohol Incentive Grants			139,000,000		139,000,000					139,000,000	0				0
7. Sec. 2010 Motorcyclist Safety			7,000,000		7,000,000					7,000,000	0				0
8. Sec. 2011 Child Safety and Booster Seat			7,000,000		7,000,000					7,000,000	0				0
9. Sec. 2009 High Visibility Enforcement			29,000,000		29,000,000					29,000,000	0				0

\*In 2010, Pedestrian, Bicycle, Pupil Transportation, Older Driver and Motorcycle Safety are renamed Safety Countermeasures.



OPERATIONS AND RESEARCH  
VEHICLE SAFETY  
(general fund)

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under subtitle C of title X of Public Law 109-59 and chapter 301 and part C of subtitle VI of title 49, United States Code, [\$140,427,000] *\$132,187,000*, of which [\$35,543,000] *\$30,445,000* shall remain available through September 30, [2011: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect] *2012*.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**OPERATIONS AND RESEARCH (69X0650) - General Fund**

**VEHICLE SAFETY RESEARCH**

**PROGRAM AND FINANCING SCHEDULE**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	<b>Obligations by program activity:</b>			
0001	Highway Safety Programs	1,600	1,600	-
0002	Research and Analysis	31,409	33,945	30,445
0005	Rulemaking	17,212	21,688	22,338
0006	Enforcement	18,094	18,077	18,125
0007	National Driver Register			
0008	Administrative Expenses	58,685	65,117	61,929
0009	Adjustments to be distributed	-		
0010	Total Direct Obligations	127,000	140,427	132,837
0910	Reimbursable Program	-	-	-
<b>10.00</b>	<b>Total new obligations</b>	<b>127,000</b>	<b>140,427</b>	<b>132,837</b>
	<b>Budgetary resources available for obligation:</b>			
21.40	Unobligated balance available, start of year	1,980	2,036	2,036
22.00	New budget authority (gross)	127,477	140,427	132,837
22.10	Resources available from recoveries of prior year obligations	79	-	-
22.22	Unobligated balance transferred from other accounts	-	-	-
23.90	Total budgetary resources available for obligation	129,036	142,463	134,873
23.95	Total new obligations (-)	-127,000	-140,427	-132,837
23.98	Unobligated balance expiring or withdrawn (-)	0		
<b>24.40</b>	<b>Unobligated balance available, end of year</b>	<b>2,036</b>	<b>2,036</b>	<b>2,036</b>
	<b>New budget authority (gross), detail</b>			
	<b>Discretionary</b>			
40.00	Appropriation	-	-	-
40.26	Appropriation (trust fund)	127,000	140,427	132,837
40.49	Portion applied to liquidate contract authority (-)	-	-	-
42.00	Transferred from other accounts	-	-	-
<b>43.00</b>	<b>Appropriation (total)</b>	<b>127,000</b>	<b>140,427</b>	<b>132,837</b>
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	477	-	-
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
58.90	Spending authority from offsetting collections (total)	477	-	-
	<b>Mandatory</b>			
66.10	Contract Authority	-	-	-
66.35	Contract Authority Permanently Reduced	-	-	-
66.62	Transferred from Other Accounts	-	-	-
66.90	Contract Authority (total mandatory)	-	-	-
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	-	-	-
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
68.90	Spending authority from offsetting collections (total)	-	-	-
<b>70.00</b>	<b>Total new budget authority (gross)</b>	<b>127,477</b>	<b>140,427</b>	<b>132,837</b>
	<b>Change in unpaid obligations</b>			
72.40	Obligated balance, start of year:	57,000	73,000	86,000
72.45	Adjustment to obligated balance carried forward, start of year			
73.10	Total New obligations	127,000	140,427	132,837
73.20	Total outlays (gross)	-108,000	-126,943	-140,400
73.32	Unobligated balance transferred from other accounts	-	-	-
73.40	Adjustments in expired accounts (net)	-3,000		
73.45	Recoveries of prior year obligations (-)	-	-	-
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-	-	-
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	-	-	-
<b>74.40</b>	<b>Obligated balance, end of year</b>	<b>73,000</b>	<b>86,484</b>	<b>78,437</b>
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	75,660	81,448	77,045
86.93	Outlays from discretionary balances	32,540	45,195	61,455
86.97	Outlays from new mandatory authority			
86.97	Outlays from mandatory balances			
<b>87.00</b>	<b>Total outlays (gross)</b>	<b>108,000</b>	<b>126,643</b>	<b>138,500</b>
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	-508	-	-
88.95	Portion of offsetting collection credited to unexpired accounts		-	-
88.96	Portion of offsetting collection credited to expired accounts	31,217	-	-
	<b>Net budget authority and outlays</b>			
89.00	Budget authority (net)	96,769	140,427	132,837
90.00	Outlays (net)	138,709	126,643	138,500

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**OPERATIONS AND RESEARCH (69X0650) - General Fund**

**OBJECT CLASSIFICATION**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	34,458	39,223	39,672
1112 01	Other than full-time permanent	768	874	884
1115 01	Other personnel compensation	741	844	853
1119	Total personnel compensation	35,967	40,941	41,410
1121 01	Civilian personnel benefits	9,359	10,505	10,625
1210 01	Travel and Transportation of Persons	536	539	541
1220 01	Transportation of things	-	70	71
1231 01	Rental payments to GSA	1,700	1,525	1,532
1233 01	Communications, utilities, and miscellaneous charges	2,855	1,925	3,008
1240 01	Printing and reproduction	333	358	359
1252 01	Other services	45,158	49,993	43,813
1255 01	Research and development contracts	30,070	33,545	30,445
1260 01	Supplies and materials	-	-	-
1310 01	Equipment	1,022	1,027	1,032
1410 01	Grants and subsidies	-	-	-
9999	Total new obligations	127,000	140,427	132,837

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
EMPLOYMENT SUMMARY  
VEHICLE SAFETY**

	<b><u>FY 2009 ENACTED</u></b>	<b><u>FY 2010 ENACTED</u></b>	<b><u>FY 2011 REQUEST</u></b>	<b><u>CHANGE FY 2010 - FY 2011</u></b>
Civilian full-time employment	352	339	362	23
<b>TOTAL FTE</b>	<b>352</b>	<b>339</b>	<b>362</b>	<b>23</b>

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**FY 2011 CONGRESSIONAL BUDGET**  
ANALYSIS OF FUNDING REQUIREMENTS - VEHICLE SAFETY RESEARCH

Item	FY 2010	FY 2011	Change FY2010 to FY2011
FTP Positions	342	369	27
Full-time Equivalent Workyears (FTE's)	339	362	23
Full-time Permanent (FTP) Salaries	39,223	42,296	3,073
Within-grade Increases	581	626	45
Other than FTP Salaries/Temporary Appointments	293	316	23
Overtime & Holiday	57	61	4
Differentials (Sunday, Night, Hardship, etc.)	6	7	0
Terminal Leave Payments	32	34	2
SES Awards	139	150	11
Performance Awards	536	578	42
Other (CSRS Annuitants, etc.)	74	80	6
<b>Total, Salaries</b>	<b>40,941</b>	<b>44,148</b>	<b>3,207</b>
Regular Benefits	9,789	10,556	767
Benefits Associated with Within Grade Increases (25.3%)	147	158	12
Transit Benefits	569	614	45
Employees Compensation Fund	-	-	-
<b>Total, Benefits</b>	<b>10,505</b>	<b>11,328</b>	<b>823</b>
<b>Total, Salaries and Benefits</b>	<b>51,446</b>	<b>55,476</b>	<b>4,030</b>
Travel*	539	541	3
<b>Total Other Objects</b>			
<b>Total, Administrative Expenses (Available)</b>	<b>65,117</b>	<b>61,929</b>	<b>(3,188)</b>
<b>Total Program Funding: Contracts/Grants (Available)</b>	<b>75,310</b>	<b>70,908</b>	<b>(4,402)</b>
<b>Grand Total (Available)</b>	<b>140,427</b>	<b>132,837</b>	<b>(7,590)</b>
<b>Highway Safety Research Development and Vehicle Safety Programs</b>	<b>75,310</b>	<b>70,908</b>	<b>(4,402)</b>
<b>Safety Performance (Rulemaking)</b>	<b>21,688</b>	<b>22,338</b>	<b>650</b>
1. Safety Standards Support	2,300	2,300	-
2. New Car Assessment	10,393	12,043	1,650
3. Fuel Economy (CAFE)	8,900	7,900	(1,000)
4. Climate Control	20	20	-
5. Theft Control and Other Programs	75	75	-
<b>Safety Assurance (Enforcement)</b>	<b>18,077</b>	<b>18,125</b>	<b>48</b>
1. Vehicle Safety Compliance	8,096	8,096	-
2. Safety Defects Investigations	9,829	9,829	-
3. Odometer Fraud Investigations	152	200	48
<b>Total, Research and Analysis</b>	<b>35,545</b>	<b>30,445</b>	<b>(5,100)</b>
<b>Research and Analysis</b>	<b>33,945</b>	<b>30,445</b>	<b>(3,500)</b>
1. Safety Systems	8,226	8,226	-
2. Biomechanics	11,000	11,000	-
<b>3. Heavy Vehicles</b>	<b>2,115</b>	<b>2,115</b>	<b>-</b>
a. Regular program	2,115	2,115	-
b. Commercial vehicle rollover	-	-	-
4. Crash Avoidance and Pneumatic Tire Res.	8,104	8,104	-
5. Plastic and composite vehicles	-	-	-
6. Alternative Fuel Vehicle Safety	4,500	1,000	(3,500)
<b>National Ctr. For Statistics and Analysis</b>	<b>1,600</b>	<b>-</b>	<b>(1,600)</b>
1. Traffic Records	-	-	-
2. Nat'l. Motor Veh. Crash Causation Survey	-	-	-
3. Fatality Analysis Reporting System - FAST FARS	1,300	-	(1,300)
4. Early Fatality Analysis Reporting System	-	-	-
5. National Automotive Sampling System	300	-	(300)
6. State Data Systems	-	-	-
7. Special Crash Investigations	-	-	-
8. Data Analysis Program	-	-	-

\*Travel funding does not include TSI Travel which is funded through program funds.

**EXHIBIT III-1(a)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH  
VEHICLE SAFETY RESEARCH  
Summary by Program Activity  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)**

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>VARIANCE</b>
Safety Performance (Rulemaking)	\$ 16,968	\$ 21,688	\$ 22,338	\$ 650
Safety Assurance (Enforcement)	18,077	18,077	18,125	48
Highway Safety Programs	1,600	-	-	-
Research and Analysis - (includes NCSA)	31,670	35,545	30,445 *	(5,100)
Administrative Expenses	58,685	65,117 **	61,929 **	(3,188)
<b>TOTAL, VEHICLE SAFETY (GF)</b>	<b>\$ 127,000</b>	<b>\$ 140,427</b>	<b>\$ 132,837</b>	<b>\$ (7,590)</b>

**FTE's:**

Direct Funded	329	339	362	23
Reimbursable, allocated, other	-	-	-	-

\* Changes within the area of Research and Analysis:

Alternative Fuel Vehicle Safety - reduced due to one-time increase.	(\$3,500)
Realigned NCSA - Fatality Analysis Reporting System to HSR&D.	(\$1,300)
Realigned NCSA - National Automotive Sampling System to HSR&D.	(\$300)

\* \* Administrative expenses shared within the Agency are aligned with the funding targets each year between Vehicle Safety and Highway Safety.

Note: All funds for Vehicle Safety Research are from General Funds.

## **VEHICLE SAFETY**

### **Program and Performance**

The FY 2011 budget request includes \$132,837,000 in General Funds for Vehicle Safety Research activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll by research into the issuance and enforcement of Federal motor vehicle safety standards; research involving biomechanics, crash avoidance and mitigation technologies; and vehicle safety issues regarding fuel efficiency and alternative fuels.

*Rulemaking Programs: (\$22,338,000)* – The activities funded through the Rulemaking programs will support the Department’s Safety goal through the issuance of Federal motor vehicle safety standards and related safety equipment. Rulemaking also supports the Safety goal by developing consumer information through testing the vehicle fleet, as part of the agency’s 5-Star Safety Ratings. For child passenger safety, NHTSA provides ratings to consumers for child seat ease-of-use. Additionally, Rulemaking programs issue automotive fuel economy standards required by the Energy Policy and Conservation Act, which support the Departmental goal of Environmental Stewardship. Funding also provides for the international harmonization of vehicle safety standards with other countries.

*Enforcement Programs: (\$18,125,000)* – Activities in NHTSA’s Enforcement programs support DOT Safety goals by ensuring industry compliance with motor vehicle safety standards, investigating safety-related defects in motor vehicles and motor vehicle equipment, enforcing the Federal odometer law, encouraging enforcement of State odometer laws, and by ensuring that manufacturers conduct recalls to remove unsafe motor vehicles and equipment from the highways.

*Research and Analysis: (\$30,445,000)* – The Vehicle Safety Research and Analysis appropriation supports DOT Safety goals by conducting motor vehicle safety research and development. Research activities will continue to concentrate on advanced vehicle safety technology, improving vehicle crashworthiness and crash avoidance, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

*Vehicle Safety Administrative Expenses: (\$61,929,000)* – This category reflects NHTSA’s salaries and administrative expenses associated with carrying out the agency’s Vehicle Safety programs. Included herein are the costs associated with the salaries and benefits for NHTSA employees who work on and support these programs together with other related expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development, National Driver Register and Highway Safety Grant programs.

**EXHIBIT III - 2 (a)**  
**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011**  
**Appropriations, Obligation Limitations, and Exempt Obligations**

**OPERATIONS AND RESEARCH**  
**VEHICLE SAFETY RESEARCH**  
**(\$000)**

ITEM	Change from FY2010 to FY2011	FY2011 PC&B by Program	FY2011 FTEs by Program	FY2011 Contract Expenses	Total
Vehicle Safety (General Fund - Appn.)					<b>140,427</b>
<b>Adjustments to Base</b>					
FY 2011 #FTE Per Program Increase		-	23		-
Annualization of FY 2010 Pay Raise	312	312			312
FY 2011 Pay Raise	621	621			621
GSA Rent*	(1,525)	-			(1,525)
WCF*	(4,696)	-			(4,696)
Inflation	18	-			18
Program Increases/Decreases*	(972)	-			(972)
FY 2011 PC&B Program Increases	3,053	3,053			3,053
<b>Subtotal, Adjustment to Base</b>	<b>(3,188)</b>	<b>3,986</b>	<b>23</b>	<b>-</b>	<b>(3,188)</b>
<b>Program Increases/Decreases**</b>	<b>(4,402)</b>	<b>-</b>	<b>-</b>	<b>(4,402)</b>	<b>(4,402)</b>
<b>Total FY 2011 Request</b>	<b>(7,589)</b>	<b>3,986</b>	<b>23</b>	<b>(4,402)</b>	<b>132,837</b>

\* Administrative expenses shared within the Agency are aligned with the funding targets each year between Vehicle Safety and Highway Safety.

\*\*Changes within the area of Research and Analysis:

Safety Performance (Rulemaking)	\$ 650
Safety Assurance (Enforcement)	\$ 48
Research and Analysis	\$ (3,500)
Research and Analysis - NCSA	\$ (1,600)
Total Program Increases/Decreases	<u>\$ (4,402)</u>



### Explanation of Programmatic Funding for Safety Performance (Rulemaking)

<b>Rulemaking</b>	<b>\$22,338,000</b>
<b>Overview:</b> In FY 2011, NHTSA is requesting \$22,338,000 to conduct Rulemaking programs, as defined below.	
<b>Safety Standards Support</b>	<b>\$2,300,000</b>
<b>New Car Assessment Program</b>	<b>\$12,043,000</b>
<b>Fuel Economy Program</b>	<b>\$7,900,000</b>
<b>Transportation/Climate Change Center</b>	<b>\$20,000</b>
<b>Theft Program</b>	<b>\$75,000</b>

## Detailed Justification for Safety Performance (Rulemaking)

Safety Standards Support	FY 2011 Request: \$2,300,000
<p><b>Overview:</b></p> <p>NHTSA's Safety Standards Support program provides the technical support needed to develop Federal Motor Vehicle Safety Standards (FMVSS) in the key areas of Crash Avoidance, Crashworthiness and Consumer Standards. This support includes test method development, an assessment of costs and lead-time, injury reduction benefits, and testing of products to establish baseline performance. This support also includes the international harmonization of vehicle safety standards with other countries.</p> <p>In 2008, there were 25,351 passenger vehicle occupant fatalities, which represent 68% of total traffic fatalities, a decline from 79% in 2002. While this reduction is encouraging, both the absolute number (more than 25,000 deaths) and the percent of total fatalities (over two-thirds of total highway deaths) continue to emphasize the need to focus safety improvements on this vehicle category. Fatalities of non-motorists (largely pedestrians) were 5,282 in 2008, which represents 14% of the total fatalities, having declined from 16% in 1992. Fatalities among occupants of large trucks, at 677 in 2008, have been consistently around 2% of the total fatalities. Motorcycle fatalities have been increasing steadily since the 1990s, reaching 5,290 in 2008. They have grown from 5% in 1997 to 14% of total fatalities in 2008. This trend suggests a need to devote greater efforts to reducing motorcycle fatalities.</p> <p>Rulemakings required under SAFETEA-LU and the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT Safety Act) are also supported under this program. Support of these regulations directly affect DOT's success in reaching its goal to reduce highway fatalities to 1.13-1.16 per 100 million vehicle miles traveled (VMT) and to reduce the motorcycle and large truck and bus fatality rates.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA requests \$2,300,000 for Safety Standards Support, which is unchanged from the FY 2010 funding level. Safety Standards Support funding at this level will allow the agency to support planned safety standards work and follow up on any remaining SAFETEA-LU and KT Safety Act related issues in FY 2011. Efforts in FY 2011 will continue to focus on motor-coach safety issues and continue rulemaking on tire safety improvements, as well as address other agency motor vehicle regulatory safety priorities, such as advanced safety technologies and child safety.</li> </ul>	
<p><b>FY 2010 Base: \$2,300,000</b></p> <p>Safety Standards Support will continue to support planned safety standards work and follow up on remaining SAFETEA-LU and KT Safety Act related issues.</p>	

**Anticipated FY 2010 Accomplishments: \$2,300,000**

Efforts in FY 2010 will focus on improvements for motor-coach occupant protection, child safety, motorcycle safety and continue rulemaking on tire safety improvements, as well as address other agency motor vehicle regulatory safety priorities, such as advanced safety technologies and rulemakings required under the KT Safety Act. In addition, efforts will continue to harmonize regulations under the United Nations' 1998 Agreement and to implement completed Global Technical Regulations (GTRs) by completing rulemakings to adopt them as federal motor vehicle safety standards. FY 2010 Safety Standards funding will support the following activities.

**Crash Avoidance** - In FY 2010, NHTSA Safety Standard Support activities will focus on reducing the number of crashes, injuries, and fatalities involving motor-coaches, motorcycles and commercial vehicles by implementing and finalizing new requirements for these vehicles. The agency will also work towards issuing and developing new rulemakings required under the KT Safety Act. Work will continue on the evaluation of restraints for wheelchair-seated drivers and the agency will complete a feasibility analysis on a glare risk model. Crash Avoidance accomplishments will include the following activities:

- Issue a Notice of Proposed Rulemaking (NPRM) to upgrade standard for commercial vehicle tires.
- Issue an NPRM for heavy vehicle electronic stability control systems.
- Issue final rules for power window switches and brake transmission interlocks.

**Crashworthiness** - NHTSA's FY 2010 activities will focus on developing a final rule for motorcycle helmet requirements, a final rule for ejection mitigation and upgraded proposals for child safety seats. Additionally, we will propose occupant protection performance requirements for motor-coaches and will consider proposing additional performance requirements for emergency evacuation, fire safety, and roof strength. Crashworthiness accomplishments will include the following activities:

- Issue final rule to improve motorcycle helmet requirements (FMVSS No. 218).
- Issue NPRM to require lap/shoulder belts on motor-coaches.
- Develop final rule for ejection mitigation (SAFETEA-LU).
- Issue Second SNPRM on the positioning procedures for the Hybrid III 10-year-old and 6-year-old dummies in FMVSS No. 213 for evaluating booster seats.

**International Policy and Harmonization** – NHTSA will continue to develop a Global Technical Regulation (GTR) for tires, hydrogen powered vehicles, motorcycle controls and displays, and other items in the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29). We will conduct research on foreign rulemaking activity related to advanced crash avoidance technologies and child restraints.

**Cost and Lead-time Studies** - To continue the agency's efforts to improve safety, the

agency must develop costs based on changes to existing or new Federal Motor Vehicle Safety Standards (FMVSS) per the requirement of Executive Order (E.O.) 12866. To meet these requirements, cost and lead-time accomplishments will include:

- The cost of adding lap/shoulder belts to motor-coaches.
- The cost of back-up cameras and rear sensing systems for light vehicles.
- Cost and lead-time studies on antilock and combined braking systems for motorcycles.

**Regulatory Review** - In support of NHTSA rulemaking and other activities, the regulatory review will continue to conduct safety and technologies assessments for each assigned standard. The safety assessment will examine crash and other data related to the standard while technologies assessment will study current and future vehicle technologies that could affect the standard. In FY 2010, assessments will be conducted on:

- rear impact guards and protection;
- fuel system integrity of compressed natural gas (CNG) vehicles;
- compressed natural gas fuel container integrity; and
- theft protection and rollaway prevention.

NHTSA conducts these reviews on all FMVSSs, on a cyclical basis, to assess the need for revision of the standard.

#### **FY 2011 Budget Request: 2,300,000**

Efforts in FY 2011 will focus on improvements for motor-coach occupant protection, child safety, and continue rulemakings related to commercial vehicles, as well as address other agency motor vehicle regulatory safety priorities, such as advanced safety technologies and rulemakings required under the KT Safety Act. In addition, efforts will continue to harmonize regulations under the United Nations' 1998 Agreement and to implement completed Global Technical Regulations (GTRs) by completing rulemakings to adopt them as federal motor vehicle safety standards. FY 2011 Safety Standards funding will support the following activities.

#### **New Programs**

##### **Crashworthiness**

- Develop Notices of Proposed Rulemaking (NPRMs) to upgrade the evaluation of child restraint systems in frontal and side impacts.
- Develop NPRM to incorporate a new child side impact dummy into Part 572.
- Issue NPRM on a roof strength/rollover protection requirement for motor-coaches.

##### **Crash Avoidance**

- Issue an NPRM for new tire aging requirements for light vehicle tires.
- Evaluate Advanced Braking Systems on motorcycles.

### **On-going Projects**

#### **Crash Avoidance**

- Issue a final rule for increasing the rear visibility of light vehicles.
- Develop a final rule to upgrade the standard for commercial vehicle tires.
- Develop a final rule for heavy vehicle electronic stability control systems.
- Develop a final rule implementing the GTR on glazing.
- Further develop a new proposal for a performance focused lighting standard.
- Continue the evaluation and characterization for Wheelchair-Seated Occupants and add the investigation of occupant kinematics from deploying air bags, frontal and side.

#### **Crashworthiness**

- Issue NPRM to upgrade emergency evacuation requirements for motor-coaches and buses.
- Issue final rule to require lap/shoulder belts on motor-coaches.
- Issue final rule to incorporate the Hybrid III 10-year-old dummy into Part 572.
- Issue final rule to incorporate the use of the Hybrid III 10-year-old dummy for evaluating child restraints and booster seats in FMVSS No. 213.
- Develop final rule implementing the GTR on head restraints.

#### **International Policy and Harmonization**

- Continue to identify new priority areas of work which can benefit from international collaboration and harmonization and negotiate their inclusion into the Program of Work for the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29).
- Continue to develop the GTRs for tires and hydrogen powered vehicles and other items in the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29)
- Continue to monitor, acquire, translate and disseminate foreign vehicle safety standards to agency program offices in support of current and future NHTSA rulemaking and related activity to support global harmonization and NHTSA's international strategies.

#### **Cost and Lead-time Studies**

- Evaluate the costs of heavy truck stability control systems as a means of improving heavy truck handling and reducing heavy truck involvement in crashes.

- During 2011, the agency will be evaluating the cost of several advanced crash-avoidance technologies for passenger vehicles and heavy trucks, such as lane departure warning systems, lane keeping systems, forward collision warning, and crash-imminent braking. Specifically, per the requirements of E.O. 12866, NHTSA will evaluate the costs of these technologies in passenger vehicles and heavy trucks for consideration of them as a means of reducing involvements in crashes.

#### **Regulatory Review Assessments**

- Perform regulatory review assessments on side impact protection, brake hoses, retreaded pneumatic tires, and new pneumatic radial tires for light vehicles.

## Detailed Justification for Safety Performance (Rulemaking)

New Car Assessment Program (NCAP)	FY 2011 Request: \$12,043,000
<p><b>Overview:</b></p> <p>Title II of the Motor Vehicle Information and Cost Savings Act of 1972 required the agency to provide consumers with a measure of the relative crashworthiness of passenger motor vehicles. The program was later expanded to include rollover ratings that initially were based on a vehicle's static properties, but later incorporated a dynamic test because of a mandate in the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. The TREAD Act also required that NHTSA establish a child restraint safety rating consumer information program. Most recently, the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT Safety Act) required dissemination of information related to child safety such as the rear visibility of vehicles, brake transmission system interlocks, and power windows that automatically reverse for passenger vehicles. These various activities seek to better inform consumers so that manufacturers will be stimulated to produce safer products.</p> <p>The agency's New Car Assessment Program (NCAP) provides consumers with comparative safety ratings for vehicles. This program informs consumers of the relative safety of vehicles based on front and side impact, as well as rollover tests, using a 5-star rating system. We rate child safety seats similarly for their ease of use. The agency certifies certain crash avoidance advanced technologies to minimum performance specifications. NHTSA disseminates vehicle safety ratings and other safety information through its <a href="http://www.safercar.gov">www.safercar.gov</a> website, at the point of sale on the Monroney price sticker applied to new vehicles, and through trade shows and other outlets. Ease of Use ratings for child safety seats are also available from <a href="http://www.safercar.gov">www.safercar.gov</a>.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$12,043,000 for NCAP. This request is a \$1,650,000 increase from FY 2010. The increase is requested to better support the implementation of enhancements to NCAP. In FY 2011, NHTSA will complete the transitioning of the new Government 5-Star Safety Ratings Program from the current longstanding crash testing and safety rating criteria to a program that incorporates new tests, new rating criteria, new test dummies, advanced crash avoidance technologies, and a new overall vehicle safety rating. The program historically relies heavily on carryover scores (ratings that remain unchanged from year to year) to provide consumers with safety ratings information on a substantial portion of the fleet. Due to program enhancements to be implemented in FY 2010 on Model Year (MY) 2011 vehicles, frontal and side crash ratings from the current NCAP crash programs will not carry over from MY 2010 vehicles to MY 2011 vehicles. Consequently, the percentage of the vehicle fleet rated will be reduced from the anticipated MY 2010 level of approximately 86 percent to zero at the beginning of the MY 2011 program. The increased funds would allow the agency to conduct more tests on MY 2012 vehicles and achieve approximately the 72 percent of vehicle fleet coverage sooner.</li> </ul>	

- FY 2011 funds will allow the agency to continue to provide consumers (1) with comparative vehicle ratings for front and side safety under the new crash testing and safety rating criteria and for rollover resistance, (2) availability information of certain advanced technologies, and (3) ease-of-use ratings for child safety seats. The funds will also continue to support a new consumer program that provides information to parents and caregivers on child seat/vehicle matchups to be implemented beginning with MY 2011 vehicles. As required in the recent KT Safety Act, in FY 2011 the agency will continue to update and disseminate information related to child safety such as the availability of power window automatic reverse on passenger vehicles and information for parents and caregivers related to the dangers for children in and around motor vehicles. The agency will continue to develop and distribute brochures and other vehicle safety materials for the public.

#### **FY 2010 Base: \$10,393,000**

In FY 2010, NCAP will focus on the following activities:

- Implement the enhanced crash test programs beginning with 2011 MY vehicles.
- Implement a new Crash Avoidance NCAP program beginning with 2011 MY vehicles.
- Implement a new consumer program that provides information to parents and caregivers on child restraints that fit their vehicle beginning with 2011 MY vehicles.
- Provide consumers with comparative ease of use child restraint ratings.
- Maintain LATCH (Lower Anchors and Tethers for Children) communications campaign, making additional materials available to consumers. (Lower anchors and tethers are available in nearly all vehicles, but many consumers are confused as to how to use these properly.)
- Continue to disseminate child safety information on the [www.safercar.gov](http://www.safercar.gov) website because of the KT Safety Act.

#### **Anticipated FY 2010 Accomplishments:**

##### **New Programs**

- Publish a Final Rule to revise the safety rating portion of the Monroney label to reflect changes made to the crash tests and to establish a new overall star rating.
- Implement communication roll out plan to help educate consumers about the Government 5-Star Safety Ratings Program, an enhancement made to the NCAP crash test programs and the new crash avoidance program that will be applied beginning with Model Year 2011 vehicles.
- Conduct approximately 150 crash tests (50 Model Year 2011 vehicle models) to provide new vehicle ratings for frontal and side impact crash protection. Test vehicles for rollover resistance to obtain approximately 50 percent of the Model



- Year 2011 vehicle fleet that will have an overall vehicle safety rating.
- Provide consumers with a new overall safety rating that combines the front, side, and rollover test results into a single star rating.
- Provide consumers with available information on new advanced technologies.
- Provide consumers with information on child seat/vehicle matchups on [www.safercar.gov](http://www.safercar.gov).
- Provide consumers with information on the availability of power window automatic reverse on passenger vehicles.

### **On-going Projects**

- Provide Ease of Use ratings for child safety seats.
- Provide consumers with vehicle safety ratings and child restraint information through [www.safercar.gov](http://www.safercar.gov), in agency publications, and at the point of sale.
- Further enhance and add to information on [www.safercar.gov](http://www.safercar.gov) to meet or increase the number of visitors to the site above the 2009 level.
- Develop and disseminate brochures and other vehicle safety materials to reach consumers in as many ways as possible.
- Maintain or increase the number of Spanish language materials available through [www.safercar.gov](http://www.safercar.gov) and agency “hotline” programs.

### **FY 2011 Budget Request: \$12,043,000**

In FY 2011, activities in NCAP will continue to improve consumer access to the enhanced crash test programs and safety rating criteria, advanced technology information, as well as child safety information. The funds in the FY 2011 budget request will:

- Conduct approximately 180 crash tests (60 Model Year 2012 vehicle models) to provide consumers with new vehicle safety ratings.
- Provide consumers with vehicle safety ratings and child restraint information through [www.safercar.gov](http://www.safercar.gov), in agency publications, and at the point of sale.
- Continue to educate consumers about the Government 5-Star Safety Ratings Program and advanced technologies information programs through partnerships, [www.safercar.gov](http://www.safercar.gov) website and other outlets.
- Identify and evaluate new advanced technologies for possible inclusion into the new crash avoidance NCAP advanced technologies information program.
- Provide consumers with up-to-date information about hazards to children, which will include information on the dangers of and how to prevent backovers, hyperthermia in vehicles, power window injuries, vehicle rollaways, seatbelt entanglement, and trunk entrapment.
- Provide consumers with Ease of Use ratings for child safety seats.
- Continue dissemination of information on child seat/vehicle matchups on [www.safercar.gov](http://www.safercar.gov).

## Detailed Justification for Safety Performance (Rulemaking)

Fuel Economy	FY 2011 Request: \$7,900,000
<p><b>Overview:</b></p> <p>The Energy Policy and Conservation Act of 1975 requires NHTSA to establish and revise, as appropriate, the average fuel economy standards for the passenger car and light truck fleets based on the following criteria: (1) economic practicability; (2) technological feasibility; (3) the effect of other motor vehicle standards of the government on fuel economy; and (4) the need of the United States to conserve energy. In December 2007, the Energy Independence and Security Act of 2007 was signed into law. It requires NHTSA to undertake several efforts in addition to its current fuel economy activities and mandates timelines for their completion. These new initiatives include funding of two National Academy of Sciences studies, new consumer information programs, and the regulation of commercial medium and heavy duty on highway vehicles and work trucks.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA requests \$7,900,000 for the Fuel Economy program, which is a decrease of \$1,000,000 from FY 2010. This will allow NHTSA to fulfill the requirements of the Energy Independence and Security Act of 2007. Specifically, this funding will be used to provide support for the required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2017 and beyond; future analyses under the National Environmental Policy Act; funding for the National Academy of Sciences to develop a report updating the 2002 report “Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards;” funding to allow the agency to propose fuel economy standards for commercial medium- and heavy-duty truck fuel economy standards for the first time; help the agency implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; and implementing a new tire efficiency rating system, including information dissemination and a consumer education program.</li> </ul>	
<p><b>FY 2010 Base: \$8,900,000</b></p> <p>The FY 2010 enacted level will assist in fulfilling the requirements of the Energy Independence and Security Act of 2007. Specifically, this funding will be used to provide fuel economy modeling; support for the required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2017 and beyond; prepare an EISA for the 2017 rulemaking; fund the National Academy of Sciences to develop a report evaluating medium-duty and heavy-duty truck fuel economy standards; help the agency establish a new tire efficiency rating system, information dissemination methods, and implement consumer labeling and education programs.</p>	

**Anticipated FY 2010 Accomplishments:**

- Publish a final rule implementing the first phase of the mandated CAFE increases covering model years (MYs) 2012-2016 for passenger cars and light trucks.
- Publish an Environmental Impact Statement for CAFE standards set for MYs 2012-2016.

**FY 2011 Budget Request: \$7,900,000**

NHTSA requests \$7,900,000 for the Fuel Economy program to provide funds to fulfill the requirements of the Energy Independence and Security Act of 2007 (EISA). Specifically, this funding will be used to provide support for the required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years (MYs) 2017 and beyond; future analyses under the National Environmental Policy Act; funding for the National Academy of Sciences to develop a report updating the 2002 report “Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards;” funding to allow the agency to propose fuel economy standards for commercial medium- and heavy-duty truck fuel economy standards for the first time; help the agency implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; implementing a new tire efficiency rating system, including information dissemination and a consumer education program.

The agency will continue to improve the fuel economy programs, looking at potential refinements and enhanced analytical approaches as well as researching consumer and manufacturer behavior vis-à-vis fuel economy. The agency will also continue to acquire additional data and will further refine economic and engineering theories and expand capabilities of the existing modeling system. The agency will use the National Academy of Sciences’ technology assessment study to continue to evaluate standards that will improve fuel economy without negatively affecting safety and jobs. The FY 2011 budget request will support work continuing in the following areas of fuel economy regulation required by EISA:

**Light Duty Vehicles**

- Develop technical and economic information in support of continuing development of fuel economy standards. This includes:
  - Market trend and up-to-date information on automotive industry data.
  - Economic forecasts and assumptions.
  - Technology cost and effectiveness information.

**Commercial Medium and Heavy on Highway Vehicles**

- Use engine simulation techniques to develop estimates of the fuel saving benefits of new and existing engine and transmission technologies.
- Determine test procedures and performance criteria for measuring fuel economy

- in these vehicles.
- Set fuel economy standards as required by EISA.

### **Work Trucks**

- Set maximum feasible standards for work trucks.
- Analysis of standards under the National Environmental Policy Act.

### **Consumer Information and Education Programs**

- Implement the new national tire fuel efficiency consumer information program for replacement tires, as required by the Act. NHTSA will conduct research to establish a new tire efficiency rating system, information dissemination methods, specifications for test methods and a consumer education program.
- Conduct experimental design research to determine how consumers react to various labels and how to design a label for the maximum consumer impact.
- Develop and implement a rule requiring manufacturers to label new automobiles with fuel economy/greenhouse gas emission information, including a rating system that compares levels across vehicles.
- Develop a consumer education campaign on the fuel savings realized from thermal management systems such as advanced air conditioners.
- Develop a rule requiring labels to be attached to the fuel compartment of vehicles capable of operating on alternative fuel.

### **On-going Projects**

- Light duty vehicle standards for model years 2012-2016 will be set late in the 2010 fiscal year. Work will immediately begin on standards for models years 2017 and beyond that will carry on into the 2011 fiscal year.
- EISA mandates that NHTSA finalize work on consumer education and labeling in the 2011 fiscal year. Work has begun to meet these requirements.

### Detailed Justification for Safety Performance (Rulemaking)

<b>Transportation/Climate Change Center</b>	<b>FY 2011 Request: \$20,000</b>
<b>Overview:</b>	
<p>The Center for Climate Change and Environmental Forecasting is an initiative of the U.S. Department of Transportation, dedicated to fostering awareness of the potential links between transportation and global climate change, and to formulating policy options to deal with the challenges posed by these links. NHTSA collaborates with other Departmental modes to fund these activities. Transportation activities accounted for over a quarter of total U.S. greenhouse gas emissions in 2002. The Center's steering committee decides, on an annual basis, how to apply the Center's funds. Annually, the funds are allocated to outside research through competitive awards, or to internal DOT/Volpe Center research. Center-funded research publications and documents are published annually and distributed, and posted on the Center's website.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA requests \$20,000 for the Transportation/Climate Change Center, which is unchanged from the FY 2010 funding level.</li> </ul>	
<b>FY 2010 Base: \$20,000</b>	
<p>NHTSA will continue to support intermodal activities through the Center for Climate Change and Environmental Forecasting.</p>	
<b>FY 2011 Budget Request: \$20,000</b>	
<p>NHTSA will continue to support intermodal activities through the Center for Climate Change and Environmental Forecasting.</p>	

## Detailed Justification for Safety Performance (Rulemaking)

Theft Program	FY 2011 Request: \$75,000
<p><b>Overview:</b></p> <p>While improvements have been made in motor vehicle theft prevention, vehicle theft remains a persistent problem in the United States. More than 1 million motor vehicle thefts occur annually in this country, causing loss of mobility and economic impact to those affected. NHTSA is required by 49 U.S.C. 33104(b) (4) to periodically obtain and publish accurate and reliable theft data. The National Crime Information Center (NCIC) of the Federal Bureau of Investigation provides this data. The NCIC is a governmental system that receives vehicle theft data from approximately 23,000 criminal justice agencies and other law enforcement authorities throughout the U.S. This National data includes the reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA requests \$75,000 for the Theft program, which is unchanged from the FY 2010 funding level. This funding request would continue to provide contractual support for developing the annual insurer report by September 2011 and other theft prevention-related activities.</li> </ul>	
<p><b>FY 2010 Base: \$75,000</b></p> <p>FY 2010 funding will support developing a motor vehicle theft prevention guide for consumers and for developing and completing the annual insurer report by September 2010.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>Publish an annual report by September 2010.</li> <li>Develop a motor vehicle theft prevention guide for consumers.</li> </ul>	
<p><b>FY 2011 Budget Request: \$75,000</b></p> <p>The FY 2011 budget request will fund the following projects:</p> <ul style="list-style-type: none"> <li>Contractual support for publication of the insurer report annually required by September 2011 and other theft prevention-related activities.</li> </ul>	

### Explanation of Programmatic Funding for Safety Assurance (Enforcement)

<b>Safety Assurance (Enforcement)</b>	<b>\$18,125,000</b>
<b>Overview:</b> In FY 2011, NHTSA is requesting \$18,125,000 to conduct Enforcement programs, as defined below.	
<b>Vehicle Safety Compliance</b>	<b>\$8,096,000</b>
<b>Safety Defects Investigation</b>	<b>\$9,829,000</b>
<b>Odometer Fraud</b>	<b>\$200,000</b>

## Detailed Justification for Safety Assurance (Enforcement)

Vehicle Safety Compliance	FY 2011 Request: \$8,096,000
<p><b>Overview:</b></p> <p>The agency's Vehicle Safety Compliance program contributes to the Department's goal of reducing highway fatalities. Failure of motor vehicles and items of motor vehicle equipment to comply with Federal Motor Vehicle Safety Standards (FMVSS) can lead to fatalities, injuries, and property damage. The agency's Vehicle Safety Compliance program works closely with Rulemaking on the development of new and amended FMVSS and develops objective and repeatable test procedures that the agency uses to determine compliance. The program also conducts testing, inspection, analysis, and investigations to identify motor vehicles, motor vehicle equipment, and imported vehicles that do not meet applicable FMVSS and regulations. When a noncompliance is confirmed, the manufacturer or importer must recall and remedy the noncompliance. The program also determines whether vehicles that were not manufactured to comply with U.S. safety standards may be imported based on evidence that the vehicles can be modified to comply. The program also enforces the Corporate Average Fuel Economy (CAFE) regulations by collecting civil penalties and tracking any available credits.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$8,096,000 for the Vehicle Safety Compliance program, which is unchanged from the FY 2010 funding level. Funding at this level will allow the agency to complete critical testing of new vehicles for compliance with crashworthiness and crash avoidance standards and critical equipment compliance testing by September 2011, as well as to continue enforcement of CAFE regulations for passenger vehicles and light trucks.</li> </ul>	
<p><b>FY 2010 Base: \$8,096,000</b></p> <p>In FY 2010, the agency will continue compliance testing to enforce the FMVSS and other regulations and continue its efforts to give special emphasis to enforcement concerning noncompliant equipment such as lighting, child restraints, motor cycle helmets and tires, especially such equipment imported into this country.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><u><b>New Programs</b></u></p> <ul style="list-style-type: none"> <li>• The Vehicle Safety Compliance Program will initiate a process of applying risk analysis principles to the selection of test samples for compliance activities to ensure that those activities are well focused on the areas of greatest safety risk.</li> <li>• The program will complete development and demonstration of new test procedures for roof crush and for occupant restraints for motor-coaches to support new or revised standards on those subjects.</li> <li>• The program will complete development and demonstration of new test</li> </ul>	



procedures for CAFE attribute measurements.

**On-going Projects**

- Continue compliance testing, including tests to ensure that new vehicles are equipped with compliant electronic stability control (ESC) systems as required, continue vigorously pursuing field inspections and investigations of noncompliant vehicles and safety equipment, and take any necessary enforcement actions.
- Continue focused enforcement with regard to imported motor vehicle equipment.
- Complete registered importer applications and vehicle importation eligibility petitions in a timely manner.
- Continue enforcement of existing CAFE standards.

**FY 2011 Budget Request: \$8,096,000**

In FY 2011, funding is requested to:

**On-going Projects**

- Complete critical vehicle crashworthiness and crash avoidance compliance testing by September 2011, including testing for compliance with, and/or developing test procedures for several new or substantially revised standards including light vehicle tires, ESC, roof crush, side impact, and ejection mitigation.
- Complete critical equipment compliance testing (including items such as child seats, seat belts, and brake hoses) by September 2011.
- Continue enforcement of CAFE regulations.
- Prepare for enforcement of revised CAFE regulations for MY 2011 light vehicles, including system for trading of compliance credits.
- Prepare for implementation of new tire efficiency standards, and possibly tire aging standards.

## Detailed Justification for Safety Assurance (Enforcement)

Safety Defects Investigation	FY 2011 Request: \$9,829,000
<p><b>Overview:</b></p> <p>NHTSA's Safety Defects Investigation program investigates possible defect trends, and where appropriate, seeks recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. NHTSA developed and maintains a comprehensive and sophisticated data warehouse/system (ARTEMIS) to access a voluminous amount of early warning reporting (EWR) data submitted by manufacturers pursuant to the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act as well as complaints from vehicle owners, recalls and investigations. The agency analyzes the EWR data to determine whether anomalies or trends exist that potentially indicate the presence of a safety-related problem. The agency is using this information to supplement its complaint database and assist NHTSA in deciding whether to open a defect investigation. Since 2000, NHTSA has influenced, on average, the recall of nearly 10 million vehicles annually as well as the recall of millions of equipment items for safety-related defects.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$9,829,000 for Safety Defects Investigation activities, which is unchanged from the FY 2010 funding level. The FY 2011 request will enable NHTSA's defects investigation program to maintain an average completion time for an investigation at eight months, maintain the quality of the screening and investigation processes, maintain the vehicle recall completion rate, continue to monitor recalls for adequacy of scope and remedy, continue to promote the vehicle safety hotline and <a href="http://www.safercar.gov">www.safercar.gov</a> to consumers to increase defects reporting, and continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current. In addition, funds will allow for a tech refresh of the Advanced Retrieval Tire Equipment Motor (vehicle) Information System (ARTEMIS), and to incorporate new features to enhance usability for investigators and the public.</li> </ul>	
<p><b>FY 2010 Base: \$9,829,000</b></p> <p>Funding will enable staff to pursue defect investigations based on consumer complaints, early warning reporting (EWR) data, and other data, driven by careful analysis of the risks of injury and/or fatalities posed by particular defects; conduct research and testing when necessary to support its investigations; take all necessary steps, when warranted, to ensure that manufacturers conduct recalls of defective products; monitor recalls to ensure that they are conducted in a timely manner, that the remedy is adequate, and that the scope is correct; maintain the ARTEMIS database that contains all of the information vital to the defect investigation process; and promote <a href="http://www.safercar.gov">www.safercar.gov</a> and the vehicle safety hotline as quick and easy methods to report vehicle defects through partnerships with motor vehicle and relevant consumer organizations.</p>	

### **Anticipated FY 2010 Accomplishments:**

In FY 2010, the Safety Defects Investigation program will:

#### **New Programs**

- Upgrade the public's access to safety information related to recalls by incorporating additional features into ARTEMIS, such as digital signatures and automated data transfer to National Archives and Records Administration (NARA) that will streamline processes and speed public access.

#### **On-going Projects**

- Continue to analyze EWR data submitted by manufacturers on a quarterly basis.
- Continue to develop and validate the appropriateness of analytical tools to identify potential safety defects contained in EWR data.
- Continue to identify and locate manufacturers who have not submitted EWR data, and ensure that those who fall within the reporting requirements comply.
- Continue to open investigations, where appropriate, and aggressively pursue the recall of products with safety-related defects.
- Continue to monitor recalls to ensure adequacy of scope, remedy and timeliness.

### **FY 2011 Budget Request: \$9,829,000**

The FY 2011 budget request provides funding to:

#### **New Projects**

- Perform a tech refresh of ARTEMIS to ensure that all hardware and software is up-to-date and incorporate additional features while enhancing the usability by agency investigators and by the public. Changes may include virtual servers, public user on-line updates of complaints, electronic submission of additional manufacturer-required information, etc.
- Expand outreach to foreign governments and manufacturers to ensure that foreign entities are aware of the U.S. requirements related to identifying and recalling products with safety-related defects, including increased enforcement actions related to defective goods to serve as a deterrent.

#### **On-going Projects**

- Maintain the average completion time for a defect investigation at eight months.
- Maintain the quality of the screening and investigation processes.  
(Approximately 50-percent of all opened investigations end with a safety recall or other manufacturer action to correct a problem.)
- Ensure sufficient screening/investigative activity and, as necessary, support

research focused on emerging technologies to ensure that newly deployed technologies do not present undue safety risks to consumers.

- Take steps to ensure that manufacturers conduct recalls of defective products.
- Maintain or enhance recall completion rates.
- Continue to monitor recalls for adequacy of scope and remedy.
- Continue to promote the vehicle safety hotline and [www.safercar.gov](http://www.safercar.gov) as customer-friendly methods to report defects through partnerships with relevant vehicle safety and consumer organizations.
- Continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current.

### Detailed Justification for Safety Assurance (Enforcement)

Odometer Fraud Investigation	FY 2011 Request: \$200,000
<p><b>Overview:</b></p> <p>Odometer tampering continues to be a serious crime and consumer fraud issue, often masking the actual condition of used vehicles, which increases the safety risks associated with their use and may hide the need for necessary safety maintenance and repairs. In 2002, NHTSA determined that there are more than 450,000 vehicles sold each year with odometers that have been rolled back, defrauding American car buyers out of at least \$1 billion annually. Strong enforcement of the Federal and State odometer laws (i.e., prosecutions with stiff sentences) appears to be the most effective way to address the problem.</p> <p>NHTSA's criminal investigators conduct investigations of possible large-scale odometer fraud operations and work closely with Department of Justice prosecutors to ensure that worthy cases are effectively prosecuted. Since 1984, odometer fraud investigations have resulted in more than 255 criminal convictions in 36 States with prison sentences ranging from one month to ten years, criminal fines totaling more than \$3 million, and court ordered restitution totaling more than \$15 million. The agency also works under cooperative agreements with several State agencies to provide notification to owners of vehicles identified during investigations and advise them of the mileage discrepancies and their rights and remedies under the Federal odometer law. NHTSA encourages all State agencies to provide this notification and assists them when necessary.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$200,000 for Odometer Fraud Investigation programs, which is \$48,000 above the FY 2010 funding level. The FY 2011 request will allow NHTSA to award cooperative agreements to multiple State enforcement agencies to encourage those States to investigate odometer fraud for criminal prosecution, seek injunctions against violators, and seek recovery of damages for defrauded consumers. Additional funding in FY 2011 will allow the Office of Odometer Fraud to improve its case management system and specialized criminal law enforcement needs (e.g., updated equipment such as communication devices).</li> </ul>	
<p><b>FY 2010 Base: \$152,000</b></p> <p>In FY 2010, NHTSA will award cooperative agreements to multiple State enforcement agencies that will investigate odometer fraud for criminal prosecution, seek injunctions against violators, and seek recovery of damages for defrauded consumers.</p>	

<b>Anticipated FY 2010 Accomplishments:</b>
In FY 2010, NHTSA will continue to provide nationwide enforcement of the Federal odometer law, administer the cooperative agreements with States, and provide consumers information on odometer fraud and their rights if they have been victimized by such fraud.
<b>FY 2011 Budget Request: \$200,000</b>
<p>The FY 2011 budget request provides funding to award cooperative agreements to multiple State enforcement agencies that will assist NHTSA's efforts in encouraging States to initiate new odometer fraud activities or enhance existing programs designed to reduce the occurrence of odometer fraud in those States. Through these cooperative agreements, NHTSA plans to realize the goal of deterring future odometer law violations, which will save consumers millions of dollars in maintenance and repair costs, and better enable purchasers of used vehicles to keep their vehicles safe and roadworthy. This funding request will enable States to:</p> <ul style="list-style-type: none"><li>• Investigate odometer fraud for criminal prosecution.</li><li>• Seek injunctions against violators.</li><li>• Seek recovery of damages for defrauded consumers.</li></ul> <p>Additionally, these funds will allow the Office of Odometer Fraud to upgrade its case management system, lease vehicles as necessary for its criminal investigators, and help ensure that it stays current in meeting its own specialized criminal enforcement needs.</p>

## Explanation of Programmatic Funding for Research and Analysis

<b>Research and Analysis/Vehicle Safety</b>	<b>\$30,445,000</b>
<b>Overview:</b>	
In FY 2011, NHTSA is requesting \$30,445,000 to conduct Research and Analysis programs, as defined below.	
<b>Safety Systems</b>	<b>\$8,226,000</b>
<b>Biomechanics</b>	<b>\$11,000,000</b>
<b>Heavy Vehicles</b>	<b>\$2,115,000</b>
<b>Crash Avoidance and Pneumatic Tire Research</b>	<b>\$8,104,000</b>
<b>Alternative Fuel Vehicle Safety</b>	<b>\$1,000,000</b>

## Detailed Justification for Research and Analysis

Safety Systems	FY 2011 Request: \$8,226,000
<p><b>Overview:</b></p> <p>Safety Systems conducts occupant protection research to reduce the number of fatal and serious injuries that occur in the United States each year. Motor vehicle crashes claimed the lives of 37,261 people in the United States in 2008. In addition, approximately 2.5 million occupants suffered injuries in motor vehicle crashes. In 2008, there were 25,351 passenger vehicle occupant fatalities. The number of persons injured declined for the eighth year in a row to a total of 2,346,000 injured in 2008.</p> <p>Although much progress has been made in providing increased occupant protection, the research focus will continue to be frontal, side, and rollover crashes that account for most of the deaths and serious injuries in passenger cars and light trucks and vans (LTVs). Advanced technologies and innovative developments are researched for applications that can further enhance protection for all age occupants. Activities in NHTSA's Safety Systems program specifically address the Department's highway safety fatality goals.</p> <ul style="list-style-type: none"> <li>• NHTSA requests \$8,226,000 for Safety System programs in FY 2011, which is unchanged from our FY 2010 request. This request will enable the agency to continue to provide research support for issuing or upgrading Federal motor vehicle safety standards and facilitate coordination with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in adult and child restraint systems. Additionally, the FY 2011 budget request will allow the agency to continue research to develop dynamic rollover test performance specifications.</li> </ul>	
<p><b>FY 2010 Base: \$8,226,000</b></p> <p>In FY 2010, NHTSA's Safety Systems light duty passenger vehicle program will conduct research to address important crash problem areas, with maximum use of new technologies that sense the occupants and environment and determine the best course of automatic actions to mitigate the harm in an unavoidable, imminent crash. Such technologies include occupant monitoring sensors, reversible belt pre-tensioning and load limiting systems. Additionally, the agency will initiate research to develop performance specifications for advanced adaptive restraints and their integration with crash imminent braking systems. These systems sense the occupants and the environment and determine the best course of restraint deployment to mitigate the harm in an unavoidable crash. Actions include real-time, self-adjusting belts and airbags tailored for specific occupants in various crash situations. Funding in the FY 2010 base will provide for the initiation of research to investigate heavy truck tractor/trailer underride crashes.</p> <p>The FY 2010 base will also allow the agency to continue research in dynamic test</p>	



development and performance metrics for dynamic rollover test evaluation. Research will also continue on ejection mitigation, rear seat occupant protection, child occupant protection in frontal and side crashes, motor-coach safety, and enhanced frontal and side impact protection for adults.

#### **Anticipated FY 2010 Accomplishments:**

##### **New Projects**

- Investigate heavy truck tractor/trailer underride crashes.

##### **On-going Projects**

- Continue motor-coach safety research.
- Complete research program to establish performance requirement for side window ejection mitigation.
- Continue to develop test procedures and performance requirements for child-restraints for side-impact protection.
- Continue research to upgrade the frontal crash protection for child-restraints.
- Evaluate a prototype rigid barrier for advanced applications related to frontal crash protection data collection.
- Continue research for improved occupant protection in frontal oblique crashes and corner impacts.
- Continue research on rear seat occupant protection for occupants of all ages, including in lower-speed crashes.
- Continue to evaluate the performance of the post-FMVSS No. 214 (2007 final rule) fleet in side impacts using the 50<sup>th</sup> percentile male WorldSID dummy.
- Continue research on advanced restraint systems.
- Continue dynamic rollover test procedure research.

#### **FY 2011 Budget Request: \$8,226,000**

The FY 2011 budget requests funding to:

##### **New Projects**

- Initiate a research program that explores the integration of occupant protection systems and emerging vehicle-to-vehicle communication technologies.
- Initiate research on dynamic evaluation of head restraints.
- Initiate an evaluation of the 5<sup>th</sup> percentile female WorldSID dummy for use in side impact testing.

##### **On-going Projects**

- Continue research on reducing motorcoach occupant ejections using advanced

glazings.

- Continue testing to support development of side impact test procedures for child restraints
- Continue research on rear seat occupant protection for occupants of all ages, including in lower-speed crashes.
- Continue research to upgrade the frontal crash protection for child-restraints.
- Continue research into heavy truck tractor/trailer underride crashes
- Continue research on advanced restraint systems.
- Continue dynamic rollover test and injury assessment
- Continue research for improved occupant protection in frontal oblique crashes and corner impacts.
- Continue to evaluate the performance of the post-FMVSS No. 214 (2007 final rule) fleet in side impacts using the 50<sup>th</sup> percentile male WorldSID dummy.

## Detailed Justification for Research and Analysis

Biomechanics	FY 2011 Request: \$11,000,000
<p><b>Overview:</b></p> <p>Continuous and long range biomechanical research activities of the Human Injury Research and Applied Biomechanics Divisions allows critical scientific links between mechanical conditions of an impact and the human injury consequences of that impact to develop. To accomplish these goals, NHTSA applies the science of impact biomechanics to develop suitable injury criteria that predict injury risk in automobile crashes and provide the test devices, such as crash test dummies, that accurately mimic human impact response. These resulting capabilities and equipment allow a confident, quantitative prediction of the extent and severity of human injury for a particular body area and impact situation. Specific focus will continue on pediatric impact biomechanics; older occupant impact tolerance and response to advanced restraints; head, brain, thoracic and abdominal impact response and the effects of restraint type on the likelihood of such injuries; and pedestrian impact response. Expansion of research in computer modeling, crash reconstruction, and advanced restraint systems assessment will broaden the Agency's knowledge and keep the research group in the forefront of impact biomechanics research.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$11,000,000 for biomechanical research programs, which is unchanged from the FY 2010 funding level. The FY 2011 request will allow the agency to continue critical research on adult and child crash test dummies and their associated injury assessment capabilities to address populations at risk; use analytical and computer-based analyses to predict injury consequences of an occupant during a crash; continue the human injury data collection through detailed hospital-based crash injury studies that identify and analyze critical safety issues and accelerate identification of emerging safety issues; and continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions. In addition, biomechanics research anticipates new dummy development and testing in the next several years that include frontal, side, rear, and will investigate rollover crash test dummies. The process for the development is underway.</li> </ul>	
<p><b>FY 2010 Base: \$11,000,000</b></p> <p>Research in FY 2010 will build on existing relationships and projects with internationally recognized, university-based groups conducting biomechanics research. NHTSA also envisions collaborative projects with industry and international research groups. These areas of research include assessing crash test dummies and developing associated injury criteria in all impact modes (frontal, side, rear and rollover).</p>	

## **Anticipated FY 2010 Accomplishments:**

### **New Programs**

- Complete short-term modifications to THOR dummy based on recommendations by the user group. Initiate a test program for modified THOR and investigate the process for federalization based on the results.
- Complete the Q3s child side impact dummy assessment and publish associated injury criteria. Prepare dummy for federalization.
- Complete the World Side Impact Dummy (WorldSID) 50<sup>th</sup> male injury criteria and solicit peer feedback.
- Investigate predictive algorithm for serious injury of crash victims, based on data from Advanced Automatic Crash Notification systems in newer model year vehicles. Plan prospective study of cases using Crash Injury Research and Engineering Network (CIREN) centers.
- Evaluate phase-1 human body finite element models developed by Global Human Body Modeling Consortium.
- Award the next 5-year cycle for CIREN program using new CIREN center specifications.
- Initiate university-based impact trauma research programs on human impact and injury responses of major body regions with emphasis on emerging issues based on field data analysis such as elderly injury research, especially in brain and thoracic injury.
- Begin validating rotational brain injury criteria and developing multi-point chest injury criteria.
- Continue leg- and head-form testing of U.S. vehicles in support of potential rulemaking of GTR-approved test methods for pedestrian safety

### **On-going Projects**

- Expand analytical, computer-based capabilities to predict the injury consequences of an occupant's interaction with typical, as well as advanced, automotive restraints and structures through analytical research.
- Continue to assess the WorldSID 5<sup>th</sup> female and prepare for the federalization process based on test results and biofidelity assessment. Continue modifications to the 6 year and 10 year old child frontal crash test dummies based on research results.
- Continue to develop response requirements for advanced child dummies based on biomechanical response of children to impact loading through coordination of multi-center research activities.
- Complete data collection and case publishing of existing CIREN centers. Prepare for new centers under the new awards and specifications for seamless transition.
- Continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions. Develop relationships and projects with newly emerging impact biomechanics programs.

- Continue to analyze the data in the Biomechanics Database, to address emerging research and rulemaking issues, such as injury criteria for brain, chest and lower limb injuries.

#### **FY 2011 Budget Request: \$11,000,000**

Basic and applied biomechanics research provides NHTSA with state-of-the-art test devices, injury criteria, and performance limits for the head, neck, torso, and extremities and allows the agency to continue its leadership in this field.

#### **New Programs**

- Initiate recommended long term modifications to all NHTSA-owned THOR dummies based on FY 2010 test results and user group feedback. Develop and test additional 5<sup>th</sup> female THOR dummies.
- Develop performance specifications for advanced child dummies based on previously completed biomechanical response of children to impact loading.
- Initiate CIREN center-based research focused on division and agency priorities.
- Develop specifications for occupant hyperthermia detection and investigate countermeasures.
- Complete assessment of Rear Impact dummy responses.
- Initiate development of response requirements for rollover crash dummy.

#### **On-going Projects**

- Continue to collect data and publish cases from newly awarded CIREN centers. Monitor effectiveness of the new CIREN network scheme for case review and case quality.
- Complete phase 1 development and review of human body finite element models developed by Global Human Body Modeling Consortium.
- Complete initial predictive algorithm for serious injury of crash victims, based on data from Advanced Automatic Crash Notification systems in newer model year vehicles.
- Continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions. Develop relationships and projects with newly emerging impact biomechanics programs.
- Finalize initial THOR testing with short term modifications. Share results with global groups.
- Continue testing to support potential rulemaking of GTR approved test methods for pedestrian safety.
- Complete validation of rotational brain injury criteria and development of multi-point chest injury criteria.

## Detailed Justification for Research and Analysis

Heavy Vehicles	FY 2011 Request: \$2,115,000
<p><b>Overview:</b></p> <p>In 2008, large trucks, which represent 4 percent of all registered vehicles, accounted for 8 percent of all vehicles involved in fatal crashes. Also, 11 percent of all fatalities occur in crashes involving a large truck. Heavy truck crashes tend to be more severe in terms of property damage when crashes occur. Primarily because of the huge mass differential between heavy trucks and cars, which may be as much as 20 to one, approximately 74 percent of truck-related fatalities are the occupants of the other vehicles involved in the crash.</p> <p>The most effective way to attack this problem is to concentrate on countermeasures to avoid the collision in the first place, as heavy truck-car collisions dissipate the crash energy in such collisions through crush of structures of the vehicles involved. NHTSA's heavy vehicle research program supports the Agency's rulemaking efforts by developing the scientific basis for improving the safety of heavy vehicles by making them less prone to crashes through improvements in their braking, handling, and visibility characteristics; by mitigating the consequences of collisions that occur between heavy trucks and other vehicles; and improving the driving performance of truck drivers through the use of advanced technologies. NHTSA's heavy vehicle research program directly supports the Department's large truck and bus fatality goals.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$2,115,000, which is unchanged from the FY 2010 funding level. In 2011, the agency will complete its heavy vehicle stability control research program, including the development of test procedures and metrics for single unit truck and bus stability control, continue research on forward crash warning systems with active braking, complete a field test of electronic vision enhancement systems, and initiate research on additional crash avoidance systems, such as brake monitoring systems, to develop performance requirements to support future agency rulemaking decisions.</li> </ul>	
<p><b>FY 2010 Base: \$2,115,000</b></p> <p>NHTSA will complete research to understand the performance capabilities and potential safety benefits of heavy truck electronic stability control (ESC) systems for single unit trucks and buses, with development of objective performance tests continuing. The agency will complete research to develop test procedures and metrics to evaluate the directional control aspect of ESC systems for truck tractors, and will continue a field test of systems utilizing camera/video imaging for eliminating truck blind spots.</p>	

## **Anticipated FY 2010 Accomplishments:**

### **New Programs**

- Initiate research to evaluate crash avoidance systems for motor-coaches.

### **On-going Projects**

- Complete development of requirements, assessment metrics and test procedures for heavy vehicle (tractor semi-trailer) ESC systems. This information will support standards development.
- Continue research of crash warning systems with active braking to determine safety benefits, systems performance, and develop objective performance tests.
- Complete benefits estimates and initial performance testing of single unit truck and bus stability control systems and continue the development of objective performance tests. This information will support an agency rulemaking decision.
- Continue a field test of an electronic vision enhancement system to reduce truck blind spots to quantify safety improvement.
- Complete a plan to enhance the Safertruck.gov website with information on advanced heavy vehicle safety technologies.

## **FY 2011 Budget Request: \$2,115,000**

The FY 2011 Heavy Vehicle budget request will fund continued application of the safety performance process to additional high priority technologies.

### **New Programs**

- Initiate research on brake monitoring systems to evaluate performance and develop objective performance tests.

### **On-going Projects**

- Complete research to understand the benefits and performance capabilities of automatic braking systems for heavy vehicles and develop objective performance test criteria.
- Complete research to develop test procedures and metrics for single unit truck and bus stability control systems.
- Complete a field test of electronic vision enhancement systems for elimination of truck blind spots.
- Continue to enhance consumer (e.g. fleet) information with respect to advanced technologies to facilitate deployment, including placing information on NHTSA's [www.Safertruck.gov](http://www.Safertruck.gov) website on the benefits of medium and heavy vehicle safety systems.
- Continue motor-coach crash avoidance research.

## Detailed Justification for Research and Analysis

<b>Crash Avoidance and Pneumatic Tire Research</b>	<b>FY 2011 Request: \$8,104,000</b>
<p><b>Overview:</b></p> <p>The rapid advance of new electronic technologies will radically change the design and performance of automobiles over the next 10 years. These technologies present a unique research challenge. To ensure the maximum safety benefits are derived from new technologies, NHTSA needs to evaluate driver assistance technologies, performance standards, and consumer education materials, while providing a minimum burden to driver distraction.</p> <p>Research areas include human factors, intelligent vehicle technologies for crash avoidance (light vehicle focus), and pneumatic tires. Within the human factors program, research areas include distraction and inattention, impaired drivers (e.g. alcohol), controls and displays as well as all human factors issues associated with the interaction between the driver and the vehicle. For intelligent vehicle technologies research, areas include advanced technologies for driver assistance and warning, advanced vehicle control, driver monitoring, and vehicle communications. Pneumatic tire research will support agency rulemaking and consumer information programs to improve safety and fuel economy. Research tools include the National Advanced Driving Simulator (NADS), test tracks, and instrumented vehicles.</p> <p>In response to the FY 2008 Senate Report 110-131, NHTSA is completing a methodology and objective tests for the three most promising near term technology areas: pre-collision mitigation, back over warning, and lane keeping and driver monitoring systems. The agency will use the objective test procedures developed under this program and estimated potential benefits to determine the next steps needed for widespread deployment of safety beneficial systems. NHTSA will also assess the current state of driver impairment detection devices and continue research to improve the safety of vulnerable and at risk populations including children, visually impaired pedestrians, teenage drivers, and the elderly.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA requests \$8,104,000 for Crash Avoidance &amp; Pneumatic Tire Research programs, which is unchanged from the FY 2010 funding level. The FY 2011 request will allow the agency to complete objective test development for additional advanced safety systems such as lane keeping systems, brake assist systems and to publish safety benefits and consumer information on advanced safety systems. The research will also continue to develop evaluation methods and human factors guidelines for in-vehicle safety systems to maximize their potential to mitigate driver distraction.</li> <li>• In addition, FY 2011 funding will allow the agency to continue research on alcohol detection technologies; continue research to improve the safety of</li> </ul>	



<p>children, teenage drivers, and visually impaired pedestrians; continue research to evaluate effective fuel efficiency feedback displays; continue to evaluate the effects of driver assistance and crash warning systems on driver performance; perform new data mining studies to enhance the agency's understanding of the causes and associated crash risk for distraction, inattention, and other driver errors and vehicle safety issues; and initiate a program to study advanced technologies for older drivers and develop information on design attributes needed to optimize their effectiveness.</p> <ul style="list-style-type: none"> <li>• NHTSA will also continue pneumatic tire research to support agency rulemaking and consumer information programs.</li> </ul>
<p><b>FY 2010 Base: \$8,104,000</b></p> <p>In FY 2010, NHTSA will continue to develop test protocols for advanced vehicle technologies. These activities will include identifying priority technologies for inclusion in the safety effectiveness evaluation program for use in New Car Assessment Program (NCAP) or rulemaking, coordinating with the automotive manufacturers and suppliers in order to leverage existing data and test procedures to assess the safety performance of emerging vehicle safety technology, and developing the evaluation and testing framework, which utilizes data developed under existing field operational test programs. In FY 2010, NHTSA will continue research in the areas of distraction, inattention (e.g. driver monitoring), and motorcycle helmets, and study alcohol detection technologies.</p>
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><b><u>New Projects</u></b></p> <ul style="list-style-type: none"> <li>• Initiate research to evaluate driver behavioral adaptation (and possible risk compensation) to in-vehicle safety systems.</li> <li>• Develop a methodology to link the distraction potential of operating in-vehicle technologies to crash risk.</li> </ul> <p><b><u>Ongoing Projects</u></b></p> <ul style="list-style-type: none"> <li>• Continue research on rear visibility to address the backover risk.</li> <li>• Complete the Advanced Crash Avoidance Technology Program (ACAT). The program will complete new benefits methodologies, as well as provide preliminary benefits estimates for Back over Warning, Lane Departure/Keeping Systems, and Pre-Crash Imminent Braking Systems.</li> <li>• Initiate research to apply the benefit methods developed in the ACAT program to estimate safety benefits for next generation crash avoidance technologies including vehicle-to-vehicle communications.</li> <li>• Continue to develop objective performance test procedures to support future consumer information and agency regulatory decision on next generation crash avoidance technologies including: forward crash warning and mitigation, lane</li> </ul>

<p>departure prevention, blind spot detection and vehicle communications.</p> <ul style="list-style-type: none"> <li>• Continue research to develop evaluation protocols and guidelines for crash warning systems.</li> <li>• Continue research to determine what driver characteristics and behaviors are unique to alcohol impairment and evaluate driver monitoring technology as a potential countermeasure.</li> <li>• Complete requirements and evaluation of a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.</li> <li>• Continue research to study driver response to advanced technologies for driver assistance in crash-likely scenarios using the National Advanced Driving Simulator (NADS).</li> <li>• Continue tire research to support the congressionally mandated tire rolling resistance rating system and heavy vehicle fuel efficiency/economy program.</li> <li>• Complete research on quiet cars to improve the safety of visually impaired pedestrians.</li> </ul>
<p><b>FY 2011 Budget Request : \$8,104,000</b></p> <p>The FY 2011 Crash Avoidance and Pneumatic Tire Research budget request will fund continued application of the safety performance process to additional high priority technologies.</p> <p><b><u>New Programs</u></b></p> <ul style="list-style-type: none"> <li>• Improve the agency's understanding of unsafe driver behaviors, and crash risk associated with distracting driving tasks (e.g. cell phone use) and inattention (e.g. fatigue) based on analysis of naturalistic driving data from a large scale naturalistic driving study.</li> <li>• Initiate a program to evaluate current advanced safety systems relative to older drivers and what system attributes, such as the driver-vehicle interface, may need to be modified for this driving demographic.</li> </ul> <p><b><u>On-going Projects</u></b></p> <ul style="list-style-type: none"> <li>• Improve drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces, and minimizing driver distraction from in-vehicle devices.</li> <li>• Complete research to develop evaluation protocols and guidelines for crash warning systems and assess the need for interface standardization.</li> <li>• Complete the development of objective performance test procedures to support future consumer information and agency regulatory decision on next generation crash avoidance technologies including: forward crash warning and mitigation, lane departure prevention, blind spot detection and vehicle communications.</li> <li>• Continue research of alcohol detection technologies.</li> <li>• Continue research to determine what driver characteristics and behaviors are unique to alcohol impairment and evaluate driver monitoring technology as a potential countermeasure.</li> </ul>

- Complete human factors engineering research on motorcycle helmets to improve fit and comfort, to increase helmet use by riders.
- Continue research to evaluate driver behavior adaptation to in-vehicle safety systems.
- Complete research to study driver response to advanced technologies for driver assistance in crash-likely scenarios using the NADS.
- Complete tire research to support the congressionally mandated tire rolling resistance rating system and heavy vehicle fuel efficiency/economy program.

## Detailed Justification for Research and Analysis

Alternative Fuel Vehicle Safety	FY 2011 Request: \$1,000,000
<p><b>Overview:</b></p> <p>Many manufacturers are investing heavily for near future production and marketing of hydrogen, other alternative fuel vehicles, and battery intense vehicles. As these vehicles are deployed in the fleet, their safety during refueling, recharging, and crashes, becomes an issue of paramount concern. Ensuring that alternative fuel vehicles attain a level of safety comparable to that of other vehicles requires an extensive research effort, due to the many advanced and unique technologies that have previously not been tested in the transportation environment. Additionally, the introduction of new battery technology, such as lithium ion, presents new challenges previously not considered in the Federal motor vehicle safety standards. A failure to adequately address safety concerns in the earliest development stages could affect the future development of these promising technologies if a catastrophic failure were to occur.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$1,000,000 for Hydrogen Fuel Cell, Alternative Fuel Vehicle Safety, and Battery Safety Research, which decreased \$3,500,000 from the substantial funding increase provided in FY 2010. With this level of funding, NHTSA will continue research into the safety of emerging battery technologies used in hybrid fuel cell and internal combustion engine (ICE) vehicles.</li> </ul>	
<p><b>FY 2010 Base: \$4,500,000</b></p> <p>NHTSA will continue to conduct its test program to assess fuel system integrity of hydrogen and fuel cell equipped vehicles under a variety of operational and crash conditions. Testing will evaluate causes of failures and mitigation strategies for loss of fuel system integrity, using available fuel system components. NHTSA will also initiate research to evaluate possible safety-related issues with the use of lithium ion and other emerging battery technologies in motor vehicles.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><u><b>New Projects</b></u></p> <ul style="list-style-type: none"> <li>• Identify and initiate research on the primary safety hazards and failure consequences of lithium ion and other emerging battery technologies in motor vehicle applications. <ul style="list-style-type: none"> <li>○ Conduct a Failure Mode and Effects Analyses regarding the safety of lithium ion battery technology use on motor vehicles</li> </ul> </li> <li>• Initiate a crash test program of battery intense vehicles</li> <li>• Initiate a testing program to assess expected service life safety of compressed natural gas (CNG) vehicles.</li> </ul>	

**On-going Projects**

- The Hydrogen Fuel Cell research program will report results of fuel system integrity tests. NHTSA will identify failure modes of high pressure hydrogen storage systems and high voltage generating fuel cells, and assess the efficacy of failure mitigation technologies.

**FY 2011 Budget Request: \$1,000,000****On-going Projects**

- Continue research on the primary safety hazards and failure consequences of lithium ion and other emerging battery technologies in motor vehicle applications.
  - Select specific potential hazards for further research, such as voltage isolation, chemical spill, fire (in crashes and in key-off situations), and explosion.
  - Develop test procedures and failure criteria to assess battery safety.
  - Identify and evaluate possible mitigation technologies.
- Complete CNG tank testing. Apply results to hydrogen tanks.
- Complete testing of battery intense motor vehicles.

## Detailed Justification for Administrative Expenses

Vehicle Safety Administrative Expenses

FY 2011 Request: \$61,929,000

Overview:

NHTSA is requesting \$126,055,874, in total, for administrative expenses in FY 2011, which will be funded from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of \$6,955,874 over the FY 2010 enacted funding level, and reflects 0.5% for inflation.

For the portion of administrative expenses funded from Vehicle Safety, the FY 2011 budget request is \$61,929,000, which is \$3,188,000 below the FY 2010 enacted funding level. NHTSA has realigned shared administrative expenses under Rent, Communications, and Utilities and Other Services to the Highway Safety Account. Administrative expenses shared within the Agency are aligned with the funding targets each year between funds.

	FY 2010 Enacted	FY 2011 Request	Variance
FTEs	352 /1	362	10
Salaries and Benefits /2	\$ 51,445,969	\$ 55,476,000	\$ 4,030,031
Travel /3	\$ 538,590	\$ 541,373	\$ 2,783
Transportation of Things	\$ 70,325	\$ 70,677	\$ 352
Rent, Communications, & Utilities /4	\$ 4,517,531	\$ 1,073,656	\$ (3,443,875)
Printing and Reproduction	\$ 357,642	\$ 359,430	\$ 1,788
Other Services /5	\$ 7,159,764	\$ 3,375,618	\$ (3,784,146)
Supplies and Materials	\$ -	\$ -	\$ -
Equipment	\$ 1,027,179	\$ 1,032,247	\$ 5,068
Total Administrative Expenses	\$ 65,117,000	\$ 61,929,000	\$ (3,188,000)

Notes:

/1: FY 2010 Enacted FTE includes staffing for the CARS program.

/2: The increase reflects pay raises (1.4% in 2011) and annualization of pay (2.0% in 2010) plus reaching an FTE level of 362.

/3: Travel funding does not include TSI Travel, which is funded through program funds.

/4: Reflects nominal inflation.

/5: Reflects a reduction in funding due to realignment of administrative expenses to highway safety programs to tie funding to targets.

OPERATIONS AND RESEARCH  
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT  
(liquidation of contract authorization)  
(limitation on obligations)  
(highway trust fund)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, [\$105,500,000] *\$117,376,000* 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 [2010] *2011*, are in excess of [\$105,500,000] *\$117,376,000* for programs authorized under 23 U.S.C. 403: *Provided further*, That within the [\$105,500,000] *\$117,376,000* obligation limitation for operations and research, [\$26,908,000] *\$29,737,000* shall remain available until September 30, [2011] *2012* and shall be in addition to the amount of any limitation imposed on obligations for future years.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH SUMMARY (HIGHWAY TRUST FUND)  
HIGHWAY SAFETY RESEARCH & DEVELOPMENT  
(INCLUDES NATIONAL DRIVER REGISTER)**

PROGRAM AND FINANCING SCHEDULE				
Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	<b>Obligations by program activity:</b>			
0001	Highway Safety Programs	43,738,550	44,609,000	44,848,000
0002	Research and Analysis	27,104,605	26,908,000	29,737,000
0005	Rulemaking	-	-	-
0006	Enforcement	-	-	-
0007	National Driver Register	4,000,000	4,000,000	4,170,000
0008	Administrative Expenses	36,054,770	33,983,000	42,790,874
0009		-	-	-
0010	Total Direct Obligations	110,897,925	109,500,000	121,545,874
0910	Reimbursable Program	8,945,427	25,000,000	25,000,000
<b>10.00</b>	<b>Total new obligations</b>	<b>119,843,352</b>	<b>134,500,000</b>	<b>146,545,874</b>
	<b>Budgetary resources available for obligation:</b>			
21.40	Unobligated balance available, start of year	11,883,390	11,798,605	9,499,605
22.00	New budget authority (gross)	108,945,934	132,201,000	146,545,874
22.10	Resources available from recoveries of prior year obligations	5,812,633	-	-
22.22	Unobligated balance transferred from other accounts	5,000,000	-	-
23.90	Total budgetary resources available for obligation	131,641,958	143,999,605	156,045,479
23.95	Total new obligations (-)	(119,843,352)	(134,500,000)	(146,545,874)
<b>24.40</b>	<b>Unobligated balance available, end of year</b>	<b>11,798,605</b>	<b>9,499,605</b>	<b>9,499,605</b>
	<b>New budget authority (gross), detail</b>			
	<b>Discretionary</b>			
40.26	Appropriation (trust fund)	109,500,000	109,500,000	121,545,874
40.49	Portion applied to liquidate contract authority (-)	(104,500,000)	(109,500,000)	(121,545,874)
42.00	Transferred from other accounts	(5,000,000)	-	-
<b>43.00</b>	<b>Appropriation (total)</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	9,682,375	25,000,000	25,000,000
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
58.90	Spending authority from offsetting collections (total)	9,682,375	25,000,000	25,000,000
	<b>Mandatory</b>			
66.10	Contract Authority	109,500,000	109,500,000	121,545,874
66.35	Contract Authority Permanently Reduced	(10,934,487)	(2,299,000)	-
66.61	Transferred to Other Accounts (Contract authority)	5,000,000	-	-
66.62	Transferred from Other Accounts (Contract Authority)	(5,000,000)	-	-
66.90	Contract Authority (total mandatory)	98,565,513	107,201,000	121,545,874
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	-	-	-
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	698,046	-	-
68.90	Spending authority from offsetting collections (total)	698,046	-	-
<b>70.00</b>	<b>Total new budget authority (gross)</b>	<b>108,945,934</b>	<b>132,201,000</b>	<b>146,545,874</b>
	<b>Change in unpaid obligations</b>			
72.40	Obligated balance, start of year:	140,818,422	113,870,555	66,870,555
72.45	Adjustment to obligated balance carried forward, start of year	-	-	-
73.10	Total New obligations	119,843,352	134,500,000	146,545,874
73.20	Total outlays (gross)	(140,630,434)	(181,500,000)	(160,445,874)
73.32	Unobligated balance transferred from other accounts	-	-	-
<b>73.40</b>	<b>Adjustments in expired accounts (net)</b>	<b>-</b>	<b>-</b>	<b>-</b>
73.45	Recoveries of prior year obligations (-)	(5,812,633)	-	-
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-	-	-
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	651,848	-	-
<b>74.40</b>	<b>Obligated balance, end of year</b>	<b>114,870,555</b>	<b>66,870,555</b>	<b>52,970,555</b>
	<b>Outlays (gross), detail</b>			
86.90	Outlays from new discretionary authority	24,120,797	78,510,000	80,496,607
86.93	Outlays from discretionary balances	116,509,637	102,990,000	79,949,267
86.97	Outlays from new mandatory authority	-	-	-
86.97	Outlays from mandatory balances	-	-	-
<b>87.00</b>	<b>Total outlays (gross)</b>	<b>140,630,434</b>	<b>181,500,000</b>	<b>160,445,874</b>
	<b>Offsets:</b>			
	<i>Against gross budget authority and outlays</i>			
	Offsetting collections (cash) from:			
88.00	Federal sources	9,682,375	25,000,000	25,000,000
88.95	Portion of offsetting collection credited to unexpired accounts	-	-	-
88.96	Portion of offsetting collection credited to expired accounts	5,365	-	-
	<b>Net budget authority and outlays</b>			
89.00	Budget authority (net)	99,258,194	107,201,000	121,545,874
90.00	Outlays (net)	130,948,059	156,500,000	135,445,874

Note: The unobligated balance available start of year for 2010 reflects an anomaly that is being reviewed.



**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH SUMMARY (HIGHWAY TRUST FUND)  
HIGHWAY SAFETY RESEARCH & DEVELOPMENT  
(INCLUDES NATIONAL DRIVER REGISTER)**

**OBJECT CLASSIFICATION**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	19,294,279	16,921,453	18,019,411
1112 01	Other than full-time permanent	366,427	277,205	814,238
1115 01	Other personnel compensation	367,909	818,995	338,482
1119	Total personnel compensation	20,028,614	18,017,653	19,172,131
1121 01	Civilian personnel benefits	5,262,592	4,527,653	4,767,621
1210 01	Travel and Transportation of Persons	408,534	505,515	507,832
1220 01	Transportation of things	-	-	-
1231 01	Rental payments to GSA	5,882,864	6,236,025	7,799,116
1233 01	Communications, utilities, and miscellaneous charges	964,000	1,069,451	3,009,030
1240 01	Printing and reproduction	-	-	-
1252 01	Other services	54,022,662	51,155,328	55,467,367
1255 01	Research and development contracts	24,129,519	26,908,000	29,737,000
1260 01	Supplies and materials	607,087	1,080,375	1,085,777
1310 01	Equipment	-	-	-
1410 01	Grants and subsidies	-	-	
1990	Subtotal, Direct Obligations	111,305,872	109,500,000	121,545,874
	Reimbursable Obligations:			
2250 01	Other Services	8,945,427	25,000,000	25,000,000
2990	Subtotal, Reimbursable Obligations	8,945,427	25,000,000	25,000,000
9999	Total new obligations	120,251,299	134,500,000	146,545,874

\*NHTSA requires reauthorization for all HTF programs in FY 2011 due to the expiration of current authorization found in P.L. 109-59 (SAFETEA-LU). Amounts shown for budgetary resources available for obligations assume enactment of contract authority equal to the requested obligation limitation levels.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**OPERATIONS AND RESEARCH SUMMARY (HIGHWAY TRUST FUND)**  
**HIGHWAY SAFETY RESEARCH & DEVELOPMENT**  
**(INCLUDES NATIONAL DRIVER REGISTER)**

**OBJECT CLASSIFICATION**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	19,294,279	16,921,453	18,019,411
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1121 01	Civilian personnel benefits	5,262,592	4,527,653	4,767,621
1210 01	Travel and Transportation of Persons	408,534	505,515	507,832
1220 01	Transportation of things	-	-	-
1231 01	Rental payments to GSA	5,882,864	6,236,025	7,799,116
1233 01	Communications, utilities, and miscellaneous charges	964,000	1,069,451	3,009,030
1240 01	Printing and reproduction	-	-	-
1252 01	Other services	53,614,715	51,155,328	55,467,367
1255 01	Research and development contracts	24,129,519	26,908,000	29,737,000
1260 01	Supplies and materials	607,087	1,080,375	1,085,777
1310 01	Equipment	-	-	-
1410 01	Grants and subsidies	-	-	-
1990	Subtotal, Direct Obligations	110,897,925	109,500,000	121,545,874
	Reimbursable Obligations:			
2250 01	Other Services	8,945,427	25,000,000	25,000,000
2990	Subtotal, Reimbursable Obligations	8,945,427	25,000,000	25,000,000
9999	Total new obligations	119,843,352	134,500,000	146,545,874

\*NHTSA requires reauthorization for all HTF programs in FY 2011 due to the expiration of current authorization found in P.L. 109-59 (SAFETEA-LU). Amounts shown for budgetary resources available for obligations assume enactment of contract authority equal to the requested obligation limitation levels.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
EMPLOYMENT SUMMARY  
HIGHWAY SAFETY RESEARCH & DEVELOPMENT**

	<b><u>FY 2009 ENACTED</u></b>	<b><u>FY 2010 ENACTED</u></b>	<b><u>FY 2011 REQUEST</u></b>	<b><u>CHANGE FY 2010 - FY 2011</u></b>
Civilian full-time employment	190	184	190	6
<b>TOTAL FTE</b>	<b>190</b>	<b>184</b>	<b>190</b>	<b>6</b>

**EXHIBIT III-1(b)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH  
HIGHWAY SAFETY RESEARCH & DEVELOPMENT  
Summary by Program Activity  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)**

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>VARIANCE</b>
Highway Safety Programs	\$ 42,009	\$ 44,609	\$ 44,848	\$ 239
Research and Analysis	26,908	26,908	29,737	2,829
Administrative Expenses *	36,583	33,983	42,791	8,808
<b>TOTAL, HIGHWAY SAFETY RESEARCH &amp; DEV. (HTF)</b>	<b>\$ 105,500</b>	<b>\$ 105,500</b>	<b>\$ 117,376</b>	<b>\$ 11,876</b>

**FTE's:**

Direct Funded	177	184	190	6
Reimbursable, allocated, other	-	-	-	-

Note: All funds for the Highway Safety Research & Development Program are from the Highway Trust Fund.

\* Administrative expenses shared within the Agency are aligned with the funding targets each year between Vehicle Safety and Highway Safety.

## **HIGHWAY SAFETY RESEARCH AND DEVELOPMENT**

### **Program and Performance**

The FY 2011 budget request includes \$117,375,874 for behavioral research activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll by research into highway safety issues, and the development of effective countermeasures. These driving issues include licensing, alcohol- and drug-impaired driving, older drivers, and motorcycle safety; safety of occupants, such as occupant protection, seat belts, pupil transportation; non-occupants, such as pedestrians and cyclists; emergency medical services; emerging traffic safety issues; and continued maintenance/improvement of the efficiency of vehicle crash data bases. *{In addition to these funds, Highway Traffic Safety Grants provides \$4,967,000 for highway safety research and \$1,656,000 for the National Occupant Protection Use Survey (NOPUS) through its Administrative Expenses funds.}*

Highway Safety Programs: (\$44,848,000) – NHTSA’s highway safety programs support the Department’s safety goals through behavioral research, demonstrations, technical assistance, and national leadership activities emphasizing alcohol and drug countermeasures, occupant protection, traffic law enforcement, emergency medical and trauma care systems, licensing, State and community evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, and young and older driver safety programs. NHTSA coordinates with numerous Federal partners, State and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and enhance the reach of our safety programs and messages. Additionally, NHTSA’s highway safety programs support DOT’s Global Connectivity goals through international cooperation on behavioral traffic safety issues. *{In addition to these funds, Highway Traffic Safety Grants provides \$4,967,000 for highway safety research.}*

Research and Analysis - NCSA: (\$29,737,000) – Research and Analysis program activities funded through the Highway Safety Research appropriation support the Department of Transportation’s Safety goals through the collection and analysis of crash data to identify safety trends, development of alternative solutions, and the assessment of costs, benefits, and effectiveness. *{In addition to these funds, resources include \$1,656,000 from the Highway Traffic Safety Grant Administrative Expenses funds.}*

Highway Safety Research and Development Administrative Expenses: (\$42,790,874) – This category reflects NHTSA’s salaries and administrative expenses associated with carrying out the agency’s Highway Safety Research and Development programs. Included herein are the costs associated with the salaries and benefits of NHTSA employees who directly and indirectly support these programs together with other related expenses such as transportation, rent, communications, utilities, printing, supplies, and equipment. Additional agency administrative expenses are included within the descriptions of Vehicle Safety, National Driver Register, and Highway Safety Grant programs.

**EXHIBIT III - 2 (b)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011  
Appropriations, Obligation Limitations, and Exempt Obligations  
OPERATIONS AND RESEARCH**

**HIGHWAY SAFETY RESEARCH & DEVELOPMENT  
(\$000)**

<b>ITEM</b>	<b>Change from FY2010 to FY2011</b>	<b>FY2011 PC&amp;B by Program</b>	<b>FY2011 FTEs by Program</b>	<b>FY2011 Contract Expenses</b>	<b>Total</b>
Highway Safety					<b>105,500</b>
<b>Adjustments to Base</b>					
FY 2011 #FTE Per Program Increase	-	-	6		-
Annualization of FY 2010 Pay Raise	130	130			130
FY 2011 Pay Raise	258	258			258
GSA Rent	926	-			926
WCF*	5,613	-			5,613
Inflation	30	-			30
Program Increases/Decreases	985	-			985
FY 2011 PC&B Program Increases	869	869			869
<b>Subtotal, Adjustment to Base</b>	<b>8,811</b>	1,257	6	-	<b>8,811</b>
<b>Program Increases/Decreases*</b>	3,068	-	-	3,068	<b>3,068</b>
<b>Total FY 2011 Request</b>	<b>11,879</b>	<b>1,257</b>	<b>6</b>	<b>3,068</b>	<b>117,376</b>

\* Administrative expenses shared within the Agency are aligned with the funding targets each year between Vehicle Safety and Highway Safety.

## Explanation of Programmatic Funding for Highway Safety Research and Development Programs

<b>Highway Safety Programs</b>	<b>\$44,848,000</b>
<b>Overview:</b>	
In FY 2011 NHTSA is requesting \$44,848,000 to conduct Highway Safety programs, as defined below.	
<b>Impaired Driving</b>	<b>\$11,456,000</b>
<b>Drug Impaired Driving</b>	<b>\$1,488,000</b>
<b>Safety Countermeasures*</b>	<b>\$4,345,000</b>
<b>National Occupant Protection</b>	<b>\$10,358,000</b>
<b>Enforcement and Justice Services**</b>	<b>\$3,501,000</b>
<b>Emergency Medical Services</b>	<b>\$2,174,000</b>
<b>Enhanced 9-1-1/National 9-1-1 Office</b>	<b>\$1,250,000</b>
<i>(Note: ENHANCE 9-1-1 Act expired September 30, 2009 and needs to be re-authorized.)</i>	
<b>National Emergency Medical Services Information System</b>	<b>\$1,813,000</b>
<b>Driver Licensing</b>	<b>\$1,016,000</b>
<b>Highway Safety Research***</b>	<b>\$7,347,000</b>
<b>International Program</b>	<b>\$100,000</b>

\*Includes Pedestrian, Bicycle, Pupil Transportation, Motorcycle Safety, and Older Driver Safety, including \$1.7 million older driver earmark from SAFETEA-LU Section 2017(a).

\*\*Includes \$500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training.

\*\*\*Includes \$1,200,000 for Drug Impaired driving as authorized by Section 2013 of SAFETEA-LU. There are additional resources of \$4,967,000 funded through Highway Safety Grant Administrative Expenses.

## Detailed Justification for Highway Safety Research and Development Programs

Impaired Driving	FY 2011 Request: \$11,456,000
<p><b>Overview:</b></p> <p>While impaired driving traffic fatalities (fatalities that involved a driver or motorcycle operator with a blood alcohol concentration, or BAC, of .08 or greater) decreased between 2007 and 2008 by nearly 10 percent, 11,773 people (almost 32 percent of all traffic fatalities) died in these crashes. Young males (ages 21-34) are overrepresented among impaired driving fatalities. In fatal crashes in 2008 the highest percentage of drivers with a BAC level of .08 or higher was for drivers ages 21 to 24 (34%), followed by ages 25 to 34 (31%) and 35 to 44 (25%). Approximately one-third of DWI arrests involve repeat offenders, indicating the continued need to identify strategies to reduce recidivism.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$11,456,000 for Impaired Driving programs, which is unchanged from the FY 2010 funding level. The FY 2011 budget request focuses on strengthening high visibility enforcement (HVE) efforts; increasing use of ignition interlocks; strengthening the prosecution and judicial components of the DWI system; promoting use of proven strategies to reduce impaired drivers among high risk populations (including 21-34 year olds, underage youth and Hispanics) and advancing the use of a leadership model for comprehensive Statewide impaired driving programs.</li> </ul>	
<p><b>FY 2010 Base: \$11,456,000</b></p> <p>The FY 2010 Impaired Driving budget emphasizes the effective use of existing leadership, capacity and infrastructure that NHTSA has built over recent years to support the priority strategies to reduce impaired driving. These strategies include high visibility enforcement; effective court, sentencing and supervision practices in the criminal justice system; focus on high-risk populations; use of technology and comprehensive State programs to reduce impaired driving. In FY 2010, the NHTSA impaired driving program will focus on achieving an alcohol-impaired driving fatality rate of 0.40 per 100 million vehicle miles traveled.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><b>High Visibility Enforcement</b></p> <ul style="list-style-type: none"> <li>Develop a <i>combined</i> message for use in HVE campaigns that focus on both occupant protection (belts) and impaired driving (booze).</li> <li>Develop a model for conducting HVE in National Parks and on other Federal lands based on a demonstration conducted in Acadia National Park.</li> </ul>	



### **Use of Technology**

- Develop case studies, analysis and other materials to support State efforts to strengthen ignition interlock laws and programs.
- Demonstrate strategies to increase use of ignition interlocks in rural areas.

### **Prosecution and Adjudication**

- Expand training and education for prosecutors and judges using the growing network of Traffic Safety Resource Prosecutors (TSRPs) and Judicial Outreach Liaisons (JOLs) and outreach methods, such as webinars and distance learning.
- Develop a risk assessment tool for impaired driving offenders, to be used by probation officials, under a cooperative agreement with the American Probation and Parole Association.

### **High Risk Populations**

- Implement marketing campaigns on preventing youth access to alcohol and underage drinking and driving, and on parental responsibility, using both enforcement-based and social norming messages.
- Complete a demonstration of high visibility enforcement and enforcement-based publicity to reduce underage access to alcohol in community-based programs with well-developed coalitions.
- Develop a guide for using proven strategies to reduce impaired driving in Hispanic communities, based on research and demonstration projects.

### **Other Initiatives**

- Complete a final report on the leadership model developed and demonstrated in New Mexico for conducting a statewide comprehensive impaired driving program.
- Deliver alcohol screening and brief intervention (SBI) training in cooperation with other Federal agencies, focusing especially on trauma center personnel who regularly contact at-risk individuals.

### **FY 2011 Budget: \$11,456,000**

The FY 2011 budget request includes new initiatives to explore and expand promising impaired driving program strategies and continue to focus on proven program priorities. In FY 2011, NHTSA's impaired driving program will focus on achieving an alcohol-impaired driving fatality rate of 0.39 per 100 million vehicle miles traveled.

### **New Programs**

- Conduct a high visibility enforcement (HVE) campaign, using the *combined* message that focuses on both occupant protection (belts) and impaired driving (booze).

- Conduct a study to test an improved impaired driving HVE model, including methods for making enforcement efforts more visible, to increase deterrence.
- Determine the effectiveness and extent of use of alcohol monitoring technologies other than ignition interlocks, such as Secure Continuous Remote Alcohol Monitor (SCRAM) devices.
- Conduct ignition interlock demonstration programs, featuring effective and innovative program features in courts and/or administrative settings that have been identified in case studies and research efforts.
- Promote the use of new risk assessment tools for impaired driving offenders among probation officials.
- Promote use of a model for conducting HVE in National Parks and other Federal lands based on a demonstration conducted in Acadia National Park.
- Promote the use by States and local communities of the guide for using proven strategies to reduce impaired driving in Hispanic communities.

### **Ongoing Projects**

#### **High Visibility Enforcement**

- Increase and strengthen law enforcement participation in National Crackdown and sustained high visibility enforcement (HVE) efforts, using a strengthened Law Enforcement Liaison (LEL) network and model LEL programs and practices.
- Promote strategies that increase the intensity, visibility and effectiveness of HVE, including use of low staffing sobriety checkpoints, multi-agency coordination and HVE operations at strategic hours and locations to reduce impaired driving.
- Promote the use of improved systems for reporting data on enforcement activities.

#### **Use of Technology**

- Deliver ignition interlock training to criminal justice, driver licensing and treatment professionals and work with States with new or enhanced ignition interlock laws to share information on ignition interlock technology and strengthen interlock program implementation.
- Continue to support the Cooperative Research Program to develop advanced technologies that can detect alcohol in motor vehicles and prevent impaired drivers from operating such vehicles.

#### **Support of the Criminal Justice System**

- Actively involve Traffic Safety Resource Prosecutors (TSRPs) and Judicial Outreach Liaisons (JOLs) in promoting the use of Driving While Impaired (DWI) Courts, ignition interlocks and effective court sentencing and supervision practices.
- Increase the number of DWI courts by offering training and offering technical assistance through experienced academy courts.

**High Risk Populations**

- Demonstrate high visibility enforcement and enforcement-based publicity to reduce underage access to alcohol in community-based programs with coalitions that are not as well-developed.
- Participate with the Interagency Coordinating Committee on the Prevention of Underage Drinking (ICCPUD) agencies to reduce underage drinking and promote parental involvement in preventing underage drinking.

**Other Initiatives**

- Promote the replication in two additional States of the leadership model for conducting a comprehensive impaired driving program that was developed in New Mexico.
- Provide technical assistance to States to improve blood alcohol concentration (BAC) reporting, thereby reducing the need to impute unknown data.
- Continue to promote the use of alcohol screening and brief intervention (SBI) in emergency departments, using the toolkit developed by NHTSA and the Emergency Nurses Association.

## Detailed Justification for Highway Safety Research and Development Programs

<b>Drug Impaired Driving</b>	<b>FY 2011 Request: \$1,488,000*</b>
<i>*Related research on drug impaired driving is included in the Highway Safety Research Budget of \$1,200,000, as authorized by Section 2013 of SAFETEA-LU.</i>	
<p><b>Overview:</b></p> <p>Drug impaired driving involving illicit, prescription, and over-the-counter drugs is a problem on our Nation's highways. A recent nationally representative roadside survey to determine prevalence of drug use by drivers found 16.3 percent of drivers tested were drug positive. NHTSA continues to improve the ability for law enforcement, prosecutors, and judges, to identify and remove drug-impaired drivers from the nation's highways.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$1,488,000 for Drug Impaired Driving programs, which is unchanged from the FY 2010 funding level. This request will allow the agency to focus on maintaining and refining the Drug Evaluation and Classification (DEC) program, including research, programs, training, and data collection and evaluation.</li> </ul>	
<p><b>FY 2010 Base: \$1,488,000</b></p> <p>In FY 2010, NHTSA's Drug impaired driving program will support the achievement of DOT's goals to reduce fatalities and injuries by maintaining the DEC program and conducting research to assess the extent of drug impairment in the driving population.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><b><u>New Programs</u></b></p> <ul style="list-style-type: none"> <li>Utilize the NHTSA-developed pharmaceutical curriculum to disseminate information regarding illicit, prescription and over-the-counter drugs and their impacts on impaired drivers to communities.</li> </ul> <p><b><u>Ongoing Projects</u></b></p> <ul style="list-style-type: none"> <li>Continue supporting the DEC program, including Drug Recognition Expert (DRE) training and technical assistance for law enforcement officers, prosecutors, and judges. In addition to core training and technical assistance programs, NHTSA will continue delivery of the Standardized Field Sobriety Test (SFST) refresher training, Advanced Roadside Impaired Driving Enforcement (ARIDE) program and State SFST assessment, building upon initiatives conducted in FY 2009.</li> <li>Continue assessing methodologies and technologies for measuring driver impairment resulting from use of the most common illicit drugs.</li> <li>Continue efforts to improve the collection of critical data from evaluations and</li> </ul>	

<p>arrests made by law enforcement officers to obtain an accurate database of drug impaired driving arrestees, commonly used drugs among arrestees, State/regional differences and trends, etc.</p> <ul style="list-style-type: none"> <li>• Continue research projects into the new methodologies for measuring driver impairment and determining the causation factor of drugs in crashes.</li> <li>• Continue providing technical support to prosecutors, et. al., on drug impaired driving.</li> </ul>
<p><b>FY 2011 Budget: \$1,488,000</b></p> <p>In FY 2011, NHTSA's drug impaired driving program will support the achievement of DOT's goal of reducing crash-related fatalities and injuries by maintaining the DEC and Advanced Roadside Impaired Driving Enforcement (ARIDE) programs and conducting research to assess the extent of drug impairment in the driving population. The 2011 budget request provides funding to:</p> <ul style="list-style-type: none"> <li>• Promote State use of the drug evaluation database to generate information necessary for developing and continuing drug-impaired driving countermeasures and to track drug impaired driving arrests, commonly used drugs among arrestees, State/regional differences and trends, etc.</li> <li>• Examine the infrastructure supporting the DEC program, including training, laws, prosecution and adjudication.</li> <li>• Continue to support the DEC program, including Drug Recognition Expert (DRE) training and technical assistance for law enforcement officers, prosecutors, and judges.</li> <li>• Provide core training and technical assistance programs, support for the DEC program including delivery of the SFST Refresher training course, ARIDE program and State DEC assessment, building upon initiatives conducted in FY 2010.</li> <li>• Refine efforts to gather information on drug use and driving from police arrest reports.</li> <li>• Support research into methodologies for measuring driver drug impairment and drugs as a causative factor in crashes.</li> <li>• Provide technical support to prosecutors, et. al. on drug impaired driving.</li> </ul>

## Detailed Justification for Highway Safety Research & Development Programs

<b>Safety Countermeasures (Motorcycle, Pedestrian, Bicycle, Pupil Transportation, and Older Driver Safety)</b>	<b>FY 2011 Request: \$4,345,000</b>
<b>Overview:</b>	
<p>In 2008, motorcyclist fatalities increased for the eleventh consecutive year to 5,290, a 2 percent increase over the 5,174 motorcyclists killed in 2007. Motorcyclist fatalities now account for almost 14 percent of all fatalities. Alcohol continues to play a major role in motorcycle rider fatalities (30%) and the number of fatally injured motorcycle riders who were improperly licensed remains high (25%).</p> <p>In 2008, 4,378 pedestrians and 716 pedalcyclists died in traffic-related crashes. This marks a 13 percent and a 14 percent decrease in traffic fatalities below the 1998 numbers, respectively. Children, older adults, and Hispanics are especially at risk in pedestrian crashes. On average, 14 school-age pedestrians are killed in school transportation-related traffic crashes each year.</p> <p>Today, Americans age 65 or older, represent 12.5 percent of the U.S. population. By 2030, 20 percent of the population will be age 65 or older. Not only will the older population increase, but more people will drive later in life than was the case in previous generations. If current fatality rates remain unchanged, there will be as much as a three-fold increase in the number of older driver and occupant fatalities by 2020.</p> <p>NHTSA's motorcycle, pedestrian, bicycle, pupil transportation, and older driver safety activities will support the Department's 2011 goals of reducing motorcyclist fatalities to 79 per 100,000 motorcycle registrations, non-occupant fatalities to .18 per 100 million VMT, and passenger vehicle occupant fatalities to .96 per 100 million VMT.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$4,345,000 for Motorcycle, Pedestrian, Bicycle, Pupil Transportation, and Older Driver Safety, which is unchanged from the FY 2010 funding level. This includes the \$1.7 million older driver earmark from SAFETEA-LU Section 2017(a).</li> </ul>	
<b>FY 2010 Base: \$4,345,000</b>	
<p>NHTSA's motorcycle, pedestrian, bicycle, pupil transportation, and older driver safety activities will support the Department's 2010 goals of reducing motorcyclist fatalities to 78 per 100,000 motorcycle registrations, non-occupant fatalities to .19 per 100 million VMT, and passenger vehicle occupant fatalities to .99 per 100 million passenger vehicle VMT.</p>	

**Anticipated FY 2010 Accomplishments:**

- Implement State demonstration programs to increase law enforcement involvement in efforts to reduce motorcycle crashes and related injuries and fatalities.
- Develop prosecutor and judicial education programs designed to demonstrate activities they can undertake to reduce motorcycle crashes.
- Release and promote the law enforcement training program and updated pedestrian law enforcement guide.
- Develop a consensus report on screening and assessment of older drivers, based on available evidence, to identify reliable and valid assessment tools.
- Exhibit an interactive CD-ROM that teaches motorcyclists intervention techniques they can use to stop a fellow rider from riding impaired at motorcycle shows and rallies.
- Release and promote an educational program for law enforcement to increase their awareness of the motorcycle crash problem and provide guidance on efforts they can take to decrease crashes.
- Initiate demonstration programs to implement law enforcement and education programs in States and cities identified as having high pedestrian crash rates.
- Release and market the DVD demonstrating installation of child safety seats in school buses.
- Release and market the ESOL pedestrian and bicycle safety curriculum.
- Release and market the revised *Physician's Guide to Assessing and Counseling Older Drivers* and training for medical residents.

**FY 2011 Budget: \$4,345,000**

In FY 2011, NHTSA's motorcycle, pedestrian, bicycle, pupil transportation, and older driver safety activities will continue to work toward the Department's 2011 goal of reducing motorcyclist fatalities to 79 per 100,000 motorcycle registrations, non-occupant fatalities to .18 per 100 million VMT, and passenger vehicle occupant fatalities to .96 per 100 million passenger vehicle VMT.

Key motorcycle safety program efforts will focus on increasing the use of helmets and other protective gear, gaining support from the judicial system for enforcing motorcycle safety and licensing infractions and reducing motorcycle crashes. NHTSA will promote prosecutor and judicial education materials on motorcycle safety and start to implement and evaluate statewide programs to increase helmet use. We will also continue supporting motorcycle rider training through State adoption of national standards for entry-level motorcycle rider training programs.

Pedestrian, bicycle and pupil transportation programs will focus on increasing the safety of older pedestrians, garner further support from law enforcement to enforce pedestrian and bicycle laws as well as those motor vehicle laws that will help reduce pedestrian and bicycle fatalities, and support implementation of community-based pedestrian and bicycle safety improvements. To this end, NHTSA will promote law enforcement training

materials on pedestrian and bicycle safety and Safe Routes to School programs. NHTSA's FY 2011 budget request supports activities in the older driver plan submitted to Congress as required by Section 2017 (a) of SAFETEA-LU. NHTSA will continue to involve the medical community through the *Physician's Guide to Assessing and Counseling Older Drivers* and the medical review guidelines for State driver licensing practices released in FY 2010. NHTSA will also conduct demonstration projects to test States' ability to implement the driver licensing guidelines. The projects will evaluate States' ability to conduct individualized assessments of older drivers' driving abilities, determine if States faced any obstacles, and propose solutions to any observed obstacles. NHTSA will also continue research projects to determine the safety benefits and unintended consequences that result from State licensing policies and practices regarding older drivers, assessing self-screening tools for older drivers, and examining the long-term effects of motor vehicle injuries on older occupants.

### **FY 2011 Program Priorities**

- Develop and test educational and enforcement-based programs to reduce the incidence of crashes involving impaired pedestrians.
- Support initiation of a State motorcycle graduated licensing program in pilot states.
- Publish revised *Motorcycle Operator Licensing Manual* and promote the use of updated motorcycle operator licensing tests.
- Release and promote prosecutor and judicial education programs designed to increase their efforts to reduce motorcycle crashes.
- Release national standards for entry-level motorcycle rider training and promote State adoption.
- Continue to hold regular meetings with motorcycle safety stakeholders to identify ways to coordinate efforts to reduce motorcycle crashes.
- Promote State pedestrian and motorcycle safety program assessments.
- Release the findings of a study on pedestrian hit and run crashes.
- Complete and promote the bicycle safety curriculum for middle and high school age youth to be used in school and recreation programs.
- Release the updated child pedestrian safety video *And Keep on Looking*.
- Expand partnerships within the Hispanic community to increase pedestrian and bicycle safety programs in the community.
- Begin conducting demonstration project with two States on their ability to conduct individualized assessments of older drivers' driving ability, based on licensing guidelines released in FY 2010.
- Release and market materials for caregivers to help them with the challenges of transitioning their loved ones from drivers to passengers, including information on dementia and driving safety.
- Develop a computer-based curriculum for State licensing agencies on conducting driver licensing assessments.
- Develop an education program for State driver licensing personnel on providing information on transit and other transportation services to driver's giving up their



licenses.

- Continue implementation of multi-year demonstration programs implementing law enforcement and education programs in States and cities identified as having high pedestrian crash rates.
- Conduct research on older driver compliance with licensing restrictions or revocations.
- Identify driver licensing policies and procedures that can be used to flag at-risk drivers for additional testing and promote the use of these procedures in other States.
- Investigate the relationship between older driver assessment scores and unsafe driving indices such as moving violations and crashes.

## Detailed Justification for Highway Safety Research & Development Programs

National Occupant Protection	FY 2011 Request: \$10,358,000
<p><b>Overview:</b></p> <p>Proper use of vehicle occupant protection systems affords motor vehicle occupants the best protection in the event of a crash. Occupant restraint use has risen gradually for the past several years; however thousands of people killed in passenger vehicle crashes continue to be unrestrained. In passenger vehicles crashes in which restraint use was known, in 2008 (the latest data available) almost 13,000 of those killed were unrestrained (Fatality Analysis Reporting System). NHTSA's occupant protection program is a key component of the agency's initiative to reduce crash fatalities.</p> <ul style="list-style-type: none"> <li>The FY 2011 Occupant Protection Program budget request reflects the completion of several demonstration programs, publications and resource materials for low-belt use populations, including rural residents, tweens (ages 8-15) and teens (ages 16-20). The FY 2011 Occupant Protection Program budget requests \$10,358,000, which is \$76,000 above the FY 2010 enacted funding level, due to nominal inflation. The FY 2011 Occupant Protection Program is based on an assessment of problem areas and evidence-based countermeasures.</li> </ul>	
<p><b>FY 2010 Base: \$10,282,000</b></p> <p>The National Occupant Protection program directly supports NHTSA's goals to reduce the rate of passenger vehicle occupant highway fatalities to increase overall seat belt use, and to increase restraint use among children from birth to age 7. In FY 2010, NHTSA will undertake a range of occupant protection program activities to increase overall seat belt use and reduce fatalities and injuries. Strategies include support for enactment of primary seat belt laws, leadership, and assistance with conducting high-visibility enforcement (HVE) mobilizations for increasing belt use among high-risk populations.</p>	
<p><b>FY 2010 Accomplishments:</b></p> <p>In FY 2010, NHTSA's occupant protection activities will help DOT lower the Nation's highway fatality rate by aiming to increase seat belt use to 86 percent and restraint use among children from birth through age 7 to 91 percent. Anticipated FY 2010 accomplishments toward these goals include:</p> <ul style="list-style-type: none"> <li>Develop a <i>combined</i> messaging, high-visibility enforcement campaign for occupant protection (belts) and impaired driving. The purpose of a combined campaign is to help States maximize financial and manpower resources as well as provide an additional opportunity to increase awareness and enforcement of critical traffic safety laws.</li> <li>Implement demonstration projects and create public awareness materials to increase seat belt use among high-risk and low belt use populations. These</li> </ul>	

<p>include nighttime, rural, tween and teen motor vehicle occupants.</p> <ul style="list-style-type: none"> <li>• Pursue opportunities to work with national organizations, leaders and policy makers in the African American, Hispanic and other minority communities to promote occupant protection and deploy programs to increase seat belt and child restraint use.</li> <li>• Develop model strategies (based on State and region wide demonstration programs) for increasing seat belt use: for rural occupants; for teen occupants, and; for the “Next Generation” CIOT program which includes multiple emphasis periods of successive, high-visibility enforcement. Transfer this knowledge to the States.</li> <li>• Implement a national occupant protection communications plan and accompanying materials (in English and Spanish) to support sustained, high-visibility enforcement programs and provide leadership and guidance to maintain participation by States in Click It or Ticket (CIOT) mobilization efforts.</li> <li>• Create and promote a consumer information program and model strategies for protecting children from injury in non-traffic, non-crash motor vehicle related events (e.g., back-over injuries) as directed by Congress.</li> <li>• Support the enactment of primary seat belt laws and participate in Occupant Protection Assessments and Special Management Reviews to improve State occupant protection programs.</li> <li>• Support the national infrastructure of community child safety seat technicians to increase and improve the use of child safety seats and the LATCH system.</li> </ul>
<p><b>FY 2011 Budget: \$10,358,000</b></p> <p>In FY 2011, the National Occupant Protection Program will seek further increases in seat belt and child restraint system use by: supporting the enactment of additional primary seat belt laws; assisting with the implementation of high-visibility enforcement mobilizations; conducting demonstration projects that test strategies to increase seat belt use among high-risk populations; and, testing the potential of enhanced vehicle technologies to increase seat belt use. NHTSA will also test additional strategies to convert the hardest-to-reach non-belt users, such as nighttime, rural, minority, and young adult vehicle occupants. Specifically, NHTSA requests funds to:</p> <p><b><u>New Projects</u></b></p> <ul style="list-style-type: none"> <li>• Demonstrate strategies for increasing seat belt use and reducing unrestrained fatalities among high-risk populations. In addition to projects addressing rural, teen and nighttime occupants, new Hispanic immigrant programs will be included to address the continuing growth of the Hispanic community. Will also conduct a feasibility study to determine if Hispanic occupant restraint use can be determined in observational surveys. Findings from these projects will be disseminated through States and Regions to promote replication of evidence-based programs.</li> <li>• Conduct the <i>combined</i> messaging, high-visibility enforcement campaign for occupant protection (belts) and impaired driving in demonstration States.</li> </ul>

- Reinitiate twice yearly CIOT campaigns. For the past several years there have been only incremental changes in belt use after the annual CIOT campaign. As national belt use has risen, converting non-users has become more challenging. Additional emphasis periods are needed to realize more significant gains.
- Partner with 8-10 targeted, at-risk States (*Targets of Opportunity States*) to collectively raise their seat belt use to 90 percent, which could realize an additional 500 lives saved annually.
- Conduct pilot demonstration program to reduce unsafe driving associated with distracted driving (e.g., cell phones and other in-vehicle distractions). The pilot program will apply the highly effective CIOT model that combines high visibility enforcement with paid media messaging.
- Promote sustained enforcement of occupant protection laws throughout the year to reinforce CIOT high-visibility enforcement periods.
- Initiate project promoting the comprehensive use of seat belt signage during national CIOT mobilizations and throughout the year. The signage will heighten awareness of seat belt laws and enforcement.
- Further test vehicle technologies (i.e., gear shift interlock) as a means to increase seat belt use through a large corporate fleet project (~5,000 vehicles). This project will be based on the results of the pilot program concluding in 2010.

### **Ongoing Projects**

- Provide continued leadership and guidance to States in national and regional Click It or Ticket (CIOT) mobilization efforts, including the purchase of national media and technical assistance for State media operations.
- Promote ***Seat Check Saturday***, the national, kick-off for Child Passenger Safety (CPS) Week where child passenger safety technicians across the country provide free on-site child safety seat inspections to ensure that seats are appropriately sized and properly installed in vehicles.
- Conduct programs to reach low child restraint use populations and expand partnerships with national organizations, CPS manufacturers, retailers, and other advocacy groups to expand child safety seat and booster seat program efforts.
- Support and publish the bi-annual National Survey of the Use of Booster Seats and promote education campaigns on child safety seats and the LATCH system.

## Detailed Justification for Highway Safety Research & Development Programs

Enforcement and Justice Services	FY 2011 Request: \$3,501,000*
<p><i>*Includes \$500,000 for Section 2017 (b) Law Enforcement Training.</i></p> <p><i>Enforcement and Justice Services (EJS) program is closely related to Impaired Driving, Occupant Protection and Drug-Impaired Driving programs. Funds from these programs support some EJS activities.</i></p>	
<p><b>Overview:</b></p> <p>The Enforcement and Justice Services (EJS) Division supports the efforts of the criminal justice system in the detection, apprehension and punishment of violators of traffic safety laws and regulations. EJS collaborates with the Department of Justice and other partners through the Data-Driven Approaches to Crime <i>and</i> Traffic Safety (DDACTS) initiative to address traffic safety at the community level. Training and technical assistance to prosecutors and judges continues as a priority issue, as does police pursuit training for law enforcement.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$3,501,000 for EJS programs, which is unchanged from the FY 2010 funding level.</li> </ul>	
<p><b>FY 2010 Base: \$3,501,000</b></p> <p>In FY 2010, NHTSA will provide guidelines, training, and technical support programs to law enforcement officers, prosecutors, and judges to implement countermeasures that reduce traffic injuries and fatalities.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><b><u>New Programs</u></b></p> <ul style="list-style-type: none"> <li>• Develop and provide Law Enforcement Liaison (LEL) training that will enhance the delivery of effective and efficient law enforcement programs.</li> </ul> <p><b><u>Ongoing Projects</u></b></p> <ul style="list-style-type: none"> <li>• Increase to 35 monitored DDACTS partnership initiatives in the States to reduce crashes, injuries and deaths through strategic deployment of highly visible and consistent traffic enforcement.</li> <li>• Complete a speed demonstration project with Federal Highway Administration (FHWA) and Federal Motor Carrier Safety Administration (FMCSA) designed to reduce speeding-related crashes, injuries, and deaths by using traditional and automated speed enforcement.</li> <li>• Work with law enforcement on the accuracy and clarity of crash data elements on the police accident report.</li> <li>• Update the Drug Recognition Expert (DRE) training to ensure that curricula</li> </ul>	

content and test protocols are current.

- Deliver *Pursuit Policy Workshops* on police pursuit practices to law enforcement.
- Expand the number and use of Traffic Safety Resource Prosecutors in the States to assist in difficult to prosecute traffic cases, focusing on impaired driving.
- Increase efforts to educate judges about the benefits of alcohol ignition interlocks.
- Continue to expand the number and use of Judicial Outreach Liaisons to conduct peer-to-peer outreach stressing the value of properly adjudicated traffic offenses.

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**FY 2011 Budget: \$3,501,000**

In FY 2011, NHTSA will engage the criminal justice system in the effective enforcement and adjudication of traffic laws designed to increase occupant protection system usage, and to reduce impaired driving, speeding and other unsafe driving actions.

In addition, NHTSA will:

**New Programs**

- Pilot a university level Management of Traffic Services leadership course aimed at enhancing traffic expertise of law enforcement supervisory personnel.

**Ongoing Projects**

- Expand deployment, demonstration and evaluation of the Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) partnership initiative to 55 monitored sites.
- Expand the law enforcement liaison program to enhance skills and marketing techniques and provide expanded LEL services to traffic law enforcement.
- Continue to provide technical support and training programs for judges and prosecutors.
- Produce and disseminate innovative videos/podcasts for law enforcement stressing high visibility traffic law enforcement.
- Deliver a traffic mapping course in collaboration with the National Institute of Justice to assist law enforcement in identifying and targeting traffic crashes.
- Assess the impact of improved law enforcement crash data reporting that more accurately reflects the role of speeding in crashes.

### Detailed Justification for Highway Safety Programs

Emergency Medical Services (EMS)	FY 2011 Request: \$2,174,000
<p><b>Overview</b></p> <p>Seriously injured trauma patients transported to a Level I trauma center have a survival rate that is approximately 25 percent higher than those transported to a non-trauma hospital. A post-crash EMS system is an essential component of a comprehensive highway traffic safety system. Through national leadership with Federal Interagency Committee on EMS (FICEMS), National EMS Advisory Council (NEMSAC) and consensus-based projects of national significance, NHTSA Office of EMS supports nation-wide EMS system improvements and the Department's mission to reduce crash-related fatalities and injuries.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$2,174,000 for EMS programs, which reflects a standard inflationary increase of \$30,000 above the FY 2010 funding level.</li> </ul>	
<p><b>FY 2010 Base: \$2,144,000</b></p> <p>In FY 2010, NHTSA's Office of EMS activities will help DOT lower the Nation's highway fatality rate by supporting a comprehensive, effective, data-driven and evidence-based, emergency medical services (EMS) system to improve crash outcomes.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>Develop a pilot Evidence-Based Practice Guideline for traffic crash EMS care.</li> <li>Initiate Mode of Transport Guidelines for EMS transport of injured.</li> <li>Provide trauma field triage education for EMS providers.</li> <li>Initiate EMS instructor rollout for the National EMS Education Standards.</li> <li>Define EMS benchmarks and recommendations with National EMS Information System (NEMSIS) data.</li> <li>Transition NEMSIS Version 3.0 to Health Level 7 (HL7) Standard Development.</li> <li>Prepare the National Transportation Safety Board (NTSB) response to the Mexican Hat bus crash recommendations.</li> <li>Initiate a National EMS System Assessment to fulfill FICEMS duties.</li> <li>With the Center for Disease Control (CDC), develop H1N1 virus information for EMS providers and 9-1-1 offices.</li> </ul>	
<p><b>FY 2011 Budget: \$2,174,000</b></p> <p>In FY 2011, the NHTSA Office of EMS will continue to lower the Nation's highway fatality rate by continuing to support a comprehensive program to improve crash outcomes by ensuring prompt notification of the location and severity of the crash, timely dispatch of trained personnel of emergency care, triage to an appropriate health care facility, and a regionalized system of trauma care. Specifically, NHTSA requests funds</p>	

to:

- Finalize “Mode of Transport Guidelines” for EMS transport of injured patients.
- Develop an Evidence-Based Practice Model sustainability strategy.
- Start implementing a “Culture of Safety” program for EMS providers and patients.
- Assist local/State EMS systems to adopt NEMSIS quality improvement measures
- Continue to integrate NEMSIS with electronic health records.
- Develop EMS/911 Advanced Automatic Crash Notification (AACN) training and prehospital trauma field triage training.
- Complete National EMS Assessment for FICEMS report to Congress.
- Develop an EMS worker injury surveillance report with National Institute for Occupational Safety and Health (NIOSH) agreement.
- Develop EMS workforce analytical tools for state and local EMS offices, continue National EMS Workforce Assessment including injury/illness surveillance.
- Complete EMS Benchmarks and initial compliance report.
- Provide technical assistance to states in developing EMS workforce strategies.
- Coordinate Federal EMS activities and strategies using FICEMS and the National EMS Advisory Council (NEMSAC).
- Develop long-term revisions of EMS Education Agenda and linkage to EMS Evidence-Based Guidelines.
- Facilitate, with CDC, guidance/strategies to EMS about H1N1 and pandemics.



## Detailed Justification for Highway Safety Programs

<b>National 9-1-1 Office (911)</b>	<b>FY 2011 Request: \$1,250,000</b>
<i>(Note: ENHANCE 9-1-1 Act expired September 30, 2009 and needs to be re-authorized.)</i>	
<p><b>Overview:</b></p> <p>One component of a comprehensive Emergency Medical Services System is ubiquitous, nationwide Wireless Enhanced 9-1-1 which assures the prompt and accurate response of emergency responders to traffic crashes, other emergencies and disasters. Seriously injured trauma patients transported to a Level I trauma center have a survival rate that is approximately 25 percent higher than those transported to a non-trauma hospital.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$1,250,000 for the National 9-1-1 Office, which is unchanged from the FY 2010 funding level.</li> </ul>	
<p><b>FY 2010 Base: \$1,250,000</b></p> <p>The National 9-1-1 Office received a one-time set-aside (\$1,985,320) via NTIA to establish an administrative infrastructure for the E 9-1-1 grant program mandated by the ENHANCE 9-1-1 Act of 2004 and to assist in the administration of the E-9-1-1 grant program. In addition, the National 9-1-1 Office focused on its other statutory responsibilities to increase collaboration among 9-1-1 stakeholders and to establish a clearinghouse for 9-1-1 information.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>• Develop a State 9-1-1 assessment program.</li> <li>• Conduct a national gap analysis of Next Generation (NG) 9-1-1 standards.</li> <li>• Complete Model State 9-1-1 Legislation.</li> <li>• Administer the ENHANCE 9-1-1 Act of 2004 grant program.</li> <li>• Plan national transition to Next Generation 9-1-1.</li> <li>• Provide technical assistance to Public Safety Answering Points (PSAPs) and State 9-1-1 offices.</li> </ul>	
<p><b>FY 2011 Budget: \$1,250,000</b></p> <p>In FY 2011, the National 9-1-1 Office will continue its Enhance 9-1-1 activities, working with public and private stakeholders in the 9-1-1 community, and providing technical, operational and institutional information on 9-1-1 services and oversight to the expenditure of grant funds. (The ENHANCE 9-1-1 Act of 2004 provided \$43.5M in grant funds to States in FY 2009 to assist States in the operational implementation of 9-1-1 systems.) In addition, the National 9-1-1 Office will actively support and promote the deployment of a digital, Internet-Protocol-based 9-1-1 system. Specifically, NHTSA requests funds to:</p>	

- Conduct a pilot State 9-1-1 assessment program.
- Develop specific strategies, including cost estimates, for national transition to Next Generation 9-1-1.
- Administer the ENHANCE 9-1-1 Act of 2004 grant program.
- Disseminate Model 9-1-1 legislation and develop implementation strategies with National Governor's Association, National Association of State 9-1-1 Administrators and National Conference of State Legislatures.
- Provide technical assistance to PSAPs and to State 9-1-1 offices to implement comprehensive 9-1-1 systems.
- Implement Advanced Automatic Crash Notification (AACN) training for PSAPs.
- Assess national progress in implementing AACN and PSAP integration.
- Facilitate, with CDC, guidance/strategies to 9-1-1 agencies about H1N1 and other potential pandemics.

## Detailed Justification for Highway Safety Programs

<b>National EMS Information System (NEMSIS)</b>	<b>FY 2011 Request: \$1,813,000</b>
<p><b>Overview:</b></p> <p>A reduction in motor vehicle occupant fatalities is dependent, in part, on the post crash emergency medical care and transportation to definitive trauma care. Seriously injured trauma patients transported to a Level I trauma center have a survival rate that is approximately 25 percent higher than those transported to a non-trauma hospital. The National EMS Information System is essential to document and improve the delivery of emergency medical care and to reduce the time from injury to definitive trauma care.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$1,813,000 for NEMSIS, which is an increase of \$313,000 above the FY 2010 funding level. Funding will enable the NEMSIS Technical Assistance Center to operate at a level to accommodate an increase in the number of states participating in the program, and will allow the agency to oversee the National EMS Database, conduct reporting and analysis, and initiate integration with other traffic and medical records data systems.</li> </ul>	
<p><b>FY 2010 Base: \$1,500,000</b></p> <p>NHTSA's strategies will improve the collection and utilization of standardized EMS patient care data at local, state, and national levels. This uniform data will guide improved EMS response and will help reduce post-crash motor vehicle death and disability.</p> <p>In FY 2010, NHTSA will undertake a number of activities to support the NEMSIS infrastructure which will provide the data to target improvements in the care provided to motor vehicle crash patients, reduce their time to definitive care, and reduce the rate of passenger vehicle occupant highway fatalities per 100 million VMT. Examples of these activities include: NEMSIS technical assistance and support to state and local EMS, improvement of the National EMS Database and reporting system, and continuation of software compliance testing.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p>In FY 2010, NHTSA's activities related to the National EMS Information System will help NHTSA capture improved crash injury information and enable better evaluation and improve post crash care. Anticipated FY 2010 accomplishments toward these goals include:</p> <ul style="list-style-type: none"> <li>Continue to support the NEMSIS Technical Assistance Center, which assists State and local EMS agencies in developing and improving their EMS information systems.</li> </ul>	

- Continue planning for the transition of the National EMS Database to the National Center for Statistics and Analysis (NCSA).
- Increase from 20 to 25 the number of States that contribute data to the NEMSIS.
- Complete development phase for revised NEMSIS Version 3.0 Data Dictionary and XML Standard.
- Implement procedures for reviewing and responding to requests for the NEMSIS Research Dataset.

#### **FY 2011 Budget: \$1,813,000**

In FY 2011, the Office of Emergency Medical Services and NCSA will seek an expanded National EMS Information System (NEMSIS) through further increases in State participation in the National EMS Database, implementation of revised NEMSIS data set, and support of enhanced research related to emergency medical care.

- Continue to operate the NEMSIS Technical Assistance Center and the National EMS Database.
- Increase the number of States, from 25 to 35 that contribute data to NEMSIS, including additional Technical Assistance Center support to the additional states.
- After completing development, begin the NEMSIS Version 3.0 implementation, including improved compliance testing for the software developers.
- Catalogue NEMSIS research requests to document use of NEMSIS and to identify the EMS research gaps being addressed.
- Publish a NEMSIS report providing descriptive national data and compliance with national performance benchmarks.
- Develop and disseminate NEMSIS based Quality Improvement Toolkits for local EMS systems.
- Harmonize NEMSIS Version 3.0 with Health Level 7 (HL7) Standard Development Organization and other emergency department and hospital records.
- Transition primary responsibility for managing NEMSIS and the NEMSIS Technical Assistance Center to NCSA, including certain analysis functions and compliance with security requirements.
- Initiate integration of pertinent National EMS Data with traffic records, such as the Crash Outcome Data Evaluation System (CODES), Not-in-Traffic Surveillance (NiTS) and Fatality Analysis Report System (FARS) data, etc.
- Publish reports regarding the Post-Crash Care component of comprehensive traffic safety systems.

## Detailed Justification for Highway Safety Research & Development Programs

Driver Licensing and Teen Safety	FY 2011 Request: \$1,016,000
<p><b>Overview:</b></p> <p>NHTSA provides national leadership and assistance to the States in implementing a coordinated drivers licensing system to ensure that every driver in the United States is properly trained, is periodically evaluated, and has one valid license and driving record.</p> <p>A special emphasis area in 2011 will be directed at teen driving safety, including States' Graduated Drivers License program. We will work with States and training and enforcement organizations to develop and implement best practices and model legislation, and promote the adoption and enforcement of consistent GDL practices, including provisions concerning texting and cell phone use while driving. NHTSA will also use highway safety research funds to study technology that can be used to monitor teen drivers, evaluate the effects of passengers on teen drivers, research ways to increase parental involvement in support of GDL laws, and pilot test the effectiveness of PC based training on teens' ability to maintain attention while driving.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$1,016,000 for Driver Licensing programs, which reflects a standard inflationary increase of \$14,000 above the FY 2010 funding level.</li> </ul>	
<p><b>FY 2010 Base: \$1,002,000</b></p> <p>NHTSA will work with States to ensure effective driver training, coupled with periodic evaluation of driving skills, and to implement coordinated systems that support one valid driver license and record for each qualified driver.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <p><b>Driver Licensing</b></p> <ul style="list-style-type: none"> <li>• Assist law enforcement in recognizing appropriate driver license credentials and pilot test revised driver record data transmission from motor vehicle agencies to courtrooms.</li> <li>• Continue to support states adopting the Driver License Agreement (DLA).</li> </ul> <p><b>Driver Education and Graduated Driver Licensing (GDL)</b></p> <ul style="list-style-type: none"> <li>• Monitor the status of driver education and GDL programs in the States, promote guidelines and harmonization among States, and evaluate effective components.</li> </ul>	

**FY 2011 Budget: \$1,016,000**

In FY 2011, NHTSA's Driver Licensing programs will promote improvements in States' driver education systems and driver licensing, particularly teen licensing.

**Driver Licensing**

- In partnership with the Federal Motor Carrier Safety Administration (FMCSA), collect current and comprehensive data on licensing processes and requirements for all States that will be updated electronically and used by the States to improve the integrity of licensing processes.
- Increase State membership in the DLA.
- Complete State licensing demonstration programs to implement best practices in novice driver testing, driver improvement programs, foreign reciprocity.

**Graduated Driver Licensing (GDL) and Driver Education**

- Work with States to develop model GDL legislation, including provisions concerning texting and cell phone use while driving.
- Continue to evaluate and promote effective components of GDL and driver education programs and disseminate information on component effectiveness.
- Continue to monitor the status of driver education and GDL programs in the States and promote guidelines and harmonization based on national standards.

## Detailed Justification for Highway Safety Programs

<b>Highway Safety Research</b>	<b>FY 2011 Request: \$7,347,000*</b>
<i>*includes: \$1,200,000 authorized under Section 2013 of SAFETEA-LU for Drug Impaired Driving research. There is an additional \$4,967,000 provided from the Highway Safety Grant Administrative Expenses account.</i>	
<b>Overview:</b>  <p>Highway Safety Research directly supports the Department and Agency's goals of reducing traffic crashes, fatalities and injuries by providing the scientific basis for the development of effective countermeasures to reduce the occurrence of traffic crashes. Behavioral Safety Research focuses on agency priority issues that contribute significantly to the death, injury, and property damage costs resulting from crashes on our highways. These issues include: alcohol and drug impaired driving, occupant protection, speeding, older drivers, motorcycles, driver licensing, driver education, pedestrian and bicycle safety, aggressive driving, and other unsafe driving behaviors, such as fatigued, inattentive, and distracted driving. Evaluation research documents the relative effectiveness of programs and is critical to achieving further progress and meeting national goals and performance targets. Research, analysis and demonstration program results assess existing and emerging highway safety problems. NHTSA disseminates these results to the States for implementation using the highway safety formula grant (Section 402) funds.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$7,347,000 for Highway Safety Research, which reflects a net \$194,000 decrease from the FY 2010 funding level, primarily due to lowered funding for the American Coalition for Traffic Safety (ACTS) interlock initiative.</li> </ul>	
<b>FY 2010 Base: \$7,541,000</b>  <p>In FY 2010, NHTSA will conduct highway safety research on alcohol and drug impaired driving, occupant protection, speeding, older drivers, motorcycles, driver licensing, driver education, pedestrian and bicycle safety, aggressive driving, and other unsafe driving behaviors, such as fatigued, inattentive, and distracted driving that contribute significantly to the death, injury, and property damage costs resulting from crashes on our highways.</p>	
<b>Anticipated FY 2010 Accomplishments:</b>  <b>Impaired Driving</b> <ul style="list-style-type: none"> <li>Complete evaluating the New Mexico pilot comprehensive approach for reducing impaired driving.</li> <li>Publish updated model specifications for alcohol ignition interlock devices.</li> <li>Publish the results of national roadside survey on prevalence of alcohol and drugs in drivers.</li> </ul>	

- Complete the report and recommendations from the expert panel on developing a data driven approach to classifying drugs that impair driving.

### **Speeding**

- Complete analyzing a nationally representative sample of travel speeds across a variety of roadways and regions.

### **Motorcycles**

- Complete research investigating the problem of overriding sight distance as a significant contribution to run off the road crashes.

### **Occupant Protection**

- Complete evaluating a nighttime seat belt enforcement program, the national High Visibility Enforcement seat belt campaign, several region-wide seat belt demonstration programs focusing on high risk unbelted occupants, and a study to determine the effects of booster seat laws in selected States.

### **Young and Novice Drivers**

- Complete a review of young driver training methods and curricula to determine whether current Driver Education programs use these best practices, a feasibility study of the usefulness of a pc-based training program to teach young novice drivers to anticipate hazards while driving, and a study documenting the status of driver's education in America.

### **Distraction**

- Initiate two community demonstration programs using a high visibility law enforcement model to change public awareness of distraction risks, attitudes towards non-compliance with state laws, and distracted driving behaviors.

### **FY 2011 Budget: \$7,347,000**

Highway Safety Research will continue its efforts to develop and evaluate countermeasures to support reductions in traffic fatalities. These efforts will include:

### **Impaired Driving**

- Initiate research to investigate the effectiveness of different treatment and rehabilitation options for driving while impaired (DWI) offenders, to develop tests to enable law enforcement to better identify drivers impaired by drugs, and to test strategies to increase blood alcohol concentration (BAC) testing and evaluate the effectiveness of 1<sup>st</sup> offender alcohol interlock laws.



- Develop, with the American Coalition for Traffic Safety (ACTS), suitable metrics for alcohol detection and evaluate various technologies using those metrics.
- Continue to test strategies for conducting high visibility law enforcement at different times of the day and throughout the year (as a routine aspect of traffic law enforcement rather than as special periodic programs) and to test programs combining alcohol and nighttime seat belt enforcement, including joint messaging.
- Complete a case-control study to determine the crash risk associated with driving under the influence of drugs other than alcohol.

### **Occupant Protection**

- Evaluate high visibility enforcement campaigns among high risk groups such as teens, pickup truck drivers, young males, and residents of rural areas.
- Document the crash and fatality impact of a two-year statewide nighttime seat belt enforcement demonstration project.
- Conduct an examination of the misuse of child safety seats with and without Lower Anchors and Tethers for Children (LATCH) systems.
- Conduct an evaluation of a local seat belt ordinance that allows primary enforcement in a secondary enforcement State, where a motorist must be stopped for some other infraction before an officer can issue a seat belt citation.

### **Motorcycles**

- Conduct research to identify the relationship between motorcycle rider behavior and crashes.
- Conduct research to examine how different alcohol levels affect motorcycle rider skills and the feasibility of alcohol detection technologies for motorcycles, and investigate the effects of motorcycle safety training on rider skills and crashes.

### **Speeding**

- Investigate the relationship between speeding, roadway configuration and crash risk.
- Evaluate the safety benefits of selective technologies and enforcement strategies.
- Conduct a nationally representative telephone survey of speeding and other unsafe driving actions.

### **Pedestrian Safety**

- Initiate research to design and evaluate an effective pedestrian safety program for children using child development principles.
- Test strategies to reduce alcohol related pedestrian crashes and to increase compliance with pedestrian right-of-way laws.

### **Young and Novice Drivers**

- Continue research to determine the best practices for driver education programs.
- Conduct a field study of the effectiveness of training young drivers to anticipate potential risks.
- Conduct research on the effectiveness of New Jersey's "new driver" decal for young novice drivers.
- Conduct an economic analysis of the impact of Graduated Driving Laws (GDL).
- Begin studying technologies that can be used to monitor teen drivers.
- Study the effects of passengers on teen drivers.
- Research methods to increase parental involvement in teens' compliance with GDL provisions.
- Pilot test PC based training on teens' ability to maintain attention while driving.

### **Older Drivers**

- Assess the efficacy of driver rehabilitation programs in improving older adults' driving safety.
- Examine the extent to which older adults self-regulate their driving exposure.
- Assess the effectiveness of self-screening tools for older drivers
- Evaluate the long-term effects of motor vehicle injuries on older drivers and occupants.

### **Distraction**

- Continue two community demonstration programs using a high visibility law enforcement model to change public awareness of distraction risks, attitudes towards non-compliance with state laws, and distracted driving behaviors.

### **Other Highway Safety Research and Development**

- Update the annual guidance to State highway safety offices on effective highway safety programs through the publication *Countermeasures That Work*.
- Initiate a nationally representative survey of young driver attitudes and behavior using innovative survey technologies.

## Detailed Justification for Highway Safety Research & Development Programs

Behavioral International Program	FY 2011 Request: \$100,000
<p><b>Overview:</b></p> <p>DOT's Strategic Goals include Global Connectivity ("<i>facilitate a more efficient domestic and global transportation system...</i>") as one of five strategic objectives. This objective includes reducing the adverse aspects of that system (e.g., the growing global road death and injury toll). The ability to cooperate with other countries bilaterally and through international organizations allows NHTSA to learn what other countries are doing to address traffic safety problems, adopt appropriate best practices, share knowledge and expertise on traffic safety issues, and ultimately improve traffic safety not only in the United States, but globally as well.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$100,000 for Behavioral International Programs, which is unchanged from the FY 2010 funding level.</li> </ul>	
<p><b>FY 2010 Base: \$100,000</b></p> <p>In FY 2010, NHTSA's Behavioral International Program will support activities of UN ECE (WP.1) on Road Traffic Safety, United Nations Road Safety Collaboration (UNRSC), and the World Health Organization (WHO), as well as continue to collaborate with the State Department (DOS) on including road traffic safety in Science and Technology meetings.</p>	
<p><b>Anticipated FY 2010 Accomplishments</b></p> <ul style="list-style-type: none"> <li>Building on the success of the 2009 International Data Workshop, complete training modules to support the good practice manual on data systems.</li> <li>Complete, with the World Health Organization (WHO), an on-line resource document of traffic safety laws and practices around the world.</li> <li>Support the global ministerial meeting on road traffic injury prevention, as well as international traffic safety observances such as Global Road Safety Week.</li> <li>Develop a two-year road map for the United Nations Economic Commission for Europe (UN ECE) Working Party on Road Traffic Safety (WP1).</li> </ul>	
<p><b>FY 2011 Budget: \$100,000</b></p> <p>In FY 2011, NHTSA's Behavioral International Program will continue to support activities of UN ECE (WP.1) on Road Traffic Safety, United Nations Road Safety Collaboration (UNRSC), and WHO, as well as continue to collaborate with the State Department (DOS) on road traffic safety through Science and Technology meetings. NHTSA will continue to develop training modules to support the good practice manuals (e.g., impaired driving, occupant protection, speeding, helmet use, data, etc.) as needed.</p>	

In addition, NHTSA will:

- Continue to work on good practice guidelines for post-crash injury management.
- Explore opportunities to establish training programs for traffic safety professionals from other countries to enable them to learn about motor vehicle and traffic safety in the U.S.
- With appropriate international organizations, start to develop a good practice manual on pedestrian safety.
- Work with international and domestic agencies and organizations to develop strategies to achieve the international Decade for Action goal of reducing the projected increase in global road traffic deaths by 50% by 2020.

## Explanation of Programmatic Funding for Research and Analysis Programs

<b>Research and Analysis/Highway Safety Research and Development Programs - NCSA</b>	<b>\$29,737,000*</b>
<i>*There is an additional \$1,656,000 provided from Highway Traffic Safety Grant Administrative Expenses to fund the National Occupant Protection Use Survey (NOPUS).</i>	
<b>Overview:</b>	
In FY 2011, NHTSA is requesting \$29,737,000 in the Highway Safety Research and Development account to conduct Research and Analysis programs. The National Center for Statistical Analysis (NCSA) will carry out the programs defined below.	
<b>Traffic Records</b>	\$1,650,000
<b>Fatality Analysis Reporting System/Early Fatality Analysis Reporting System</b>	\$8,725,000
<b>National Automotive Sampling System</b>	\$12,906,000
<b>State Data Systems</b>	\$2,490,000
<b>Special Crash Investigations</b>	\$1,800,000
<b>Data Analysis</b>	\$2,166,000
<b>NOPUS*</b>	\$1,656,000

*\* NOPUS is funded through the Highway Traffic Safety Grant Administrative Expense account.*

## Detailed Justification for Research and Analysis Program

Traffic Records	FY 2011 Request: \$1,650,000
<p><b>Overview:</b></p> <p>NHTSA's Traffic Records (TR) program supports the agency's mission of reducing the economic and personal toll to society from crashes on our nation's roads by assisting state efforts to improve their highway safety information technology systems. Traffic Records are essential building blocks for implementing and evaluating State Highway Safety policy and programs. A State traffic records information technology system consists of six fundamental information systems: crash, citation/adjudication, driver licensing, vehicle registration, injury surveillance and roadway information. Data from these systems are used to determine the factors contributing to vehicle crashes; identify national, State, and local transportation safety problems; monitor the implemented transportation safety countermeasures; analyze the impact of implemented countermeasures; and provide data to national databases. They are the basis of the data that NHTSA collects and uses to administer its programs.</p> <p>NHTSA has ongoing partnerships with State and local governments, and other federal agencies to assist in improving highway safety information systems. Improved traffic records information systems benefit States by properly vetting driver license applicants, providing timely information on crashes and crash outcomes and accurate highway safety information to policy makers, and ultimately benefiting federal data systems used by states to develop highway safety counter measure programs.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$1,650,000, which is unchanged from the FY 2010 level.</li> </ul>	
<p><b>FY 2010 Base: \$1,650,000</b></p> <p>In FY 2010, NHTSA's TR program will conduct technical program assessments of the traffic records systems currently used in the States, U.S. Territories, and Bureau of Indian Affairs (BIA) as required under SAFETEA-LU Section 408. This program will provide critical technical guidance and services to improve the State's timeliness, accuracy, completeness, and accessibility of their Traffic Safety Information Systems that directly impact the State's ability to measure and assess progress as well as NHTSA's national program efforts.</p> <p>The traffic records program will continue to provide expert technical resources to the States to conduct traffic records system assessments, assistance in developing State traffic records strategic planning documents and the Section 408 database for states to store information on their applications, including projects that demonstrate measurable progress in their safety systems. NHTSA will develop advanced on-line traffic records training modules and an executive level Traffic Records Data Managers course, provide support to the U.S. DOT Traffic Records Coordinating Committee (U.S. DOT TRCC), and explore areas of data gathering commonalities for the US DOT TRCC agencies.</p>	

<p>The TR program will perform an analysis of State traffic records assessments and develop a long range Traffic Records Strategic Plan.</p>
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>• Complete data quality performance measures for federal, State and local governments to use.</li> <li>• Continue to analyze traffic records assessments previously conducted to ascertain common State challenges and successes and identify State technical assistance needs.</li> <li>• Provide training and technical support for NHTSA's Regional offices, States, U.S. Territories and BIA to fulfill technical requirements of SAFETEA-LU Section 408 grant application guidelines.</li> <li>• Conduct ten technical program assessments of traffic record systems currently used in the States, U.S. Territories, and BIA as required under Section 408.</li> <li>• Continue to enhance Traffic Records related websites to support States and DOT field offices to disseminate information, and provide technical support, training and marketing.</li> <li>• Initiate planning for the 2011 International Traffic Records Forum and participate in NHTSA regional/state traffic records and data sharing conferences.</li> <li>• Provide technical guidance and administrative support to the U.S. DOT TRCC.</li> <li>• Develop additional training modules for Traffic Records Data Managers and advanced modules for education in the Traffic Records area.</li> </ul>
<p><b>FY 2011 Budget: \$1,650,000</b></p> <p>In FY 2011, the Traffic Records Program requests funding to continue the important activities included in the program:</p> <ul style="list-style-type: none"> <li>• Conduct 13 State, U.S. Territories and/or BIA traffic records assessments, as required under SAFETEA-LU Section 408.</li> <li>• Complete an analysis of completed State traffic records assessments to ascertain common challenges and successes, and identify State technical assistance needs.</li> <li>• Initiate planning for the 2012 International TR Forum and support NHTSA regional/State traffic records conferences to share best practices, information, and experiences on modernizing and improving traffic records information systems.</li> <li>• Maintain and update the Traffic Records website to include updated information on State traffic records inventory, crash forms, data dictionaries, traffic records resources, and traffic records forum information.</li> <li>• Continue to develop resource materials and Traffic Records training courses to assist data managers, collectors and users at the local, State and national levels.</li> <li>• Provide staffing and administrative support for the U.S. DOT TRCC, which supports data improvements at all levels of government and maximizes the efficiency and effectiveness of traffic safety data collections and analysis.</li> <li>• Enhance the DOT TRCC website to support State technical assistance needs.</li> </ul>

## Detailed Justification for Research and Analysis Program

<b>Fatality Analysis Reporting System (FARS/FastFARS)</b>	<b>FY 2011 Request: \$8,725,000</b>
<p><b>Overview:</b></p> <p>The Fatality Analysis Reporting System (FARS) is the sole source for standardized, State-documented, information on a national census of the police-reported traffic crashes in which at least one fatality occurred. The FastFARS program is a data collection and reporting program built into the FARS infrastructure. The objective of FastFARS is to provide near real-time counts of the number of fatalities resulting from motor vehicle crashes. The FARS and FastFARS are census programs for collecting and reporting fatal motor vehicle related crashes.</p> <p>The FARS system relies on individual cooperative agreements between NHTSA and State offices to utilize their staff, Police Accident Report (PAR), and data infrastructure (e.g. driver records, death certificates, etc.) efforts to collect fatal highway crash data in all 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. This program is the principal source of nationwide data on motor vehicle fatalities to support policy development, priority setting, and evaluation of the Agency's traffic and highway safety countermeasures that are implemented to reduce the number of fatalities and injuries on U.S. highways. Recent usage includes identifying crash avoidance needs and data to support research in countermeasures for children in and around motor vehicles as well as data for the evaluation of State grant programs.</p> <p>The timely submission of FARS data are essential to providing information to Congress, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the State of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$8,725,000, which reflects a \$253,000 increase above the FY 2010 funding level. FY 2011 funding will provide for the timely collection of FARS data from the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands, serving as the basis of the majority of NHTSA's data-driven program initiatives. (In FY 2010, \$1,300,000 was funded under Vehicle Safety, and is realigned to Highway Safety Research and Development, for a net increase of \$253,000 in FY 2011.)</li> </ul>	
<p><b>FY 2010 Base: \$8,472,000</b></p> <p>In FY 2010, NHTSA's FARS/FastFARS program will collect information through cooperative agreements between the agency and each of the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. In addition to data collection, FARS will continue to create the annual electronic data file and publish the data to the internet and to</p>	



disseminate data files to the traffic safety community and the public in general.

NHTSA has initiated internal research into methodologies to modernize and consolidate the information technology database investments in the Fatality Analysis Reporting System (FARS) and the Electronic Data System (EDS) into a single enterprise architecture database that will meet future data security, collection, storage and distribution requirements. This updated crash data network would be utilized for data collection and storage infrastructure programs.

#### **Anticipated FY 2010 Accomplishments**

- Perform a census of all fatal motor vehicle traffic crashes occurring in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands.
- Create an annual report analysis file for 2009 and a final file for 2008.
- Provide these data for internal analysis by agency statisticians. (The Data Analysis Program justification lists the expected products.)
- Release the 2009 annual report file and 2008 final file to the public when annual report is completed and published by Agency.
- Conduct and publish quarterly and annual projections of motor vehicle traffic fatalities using FastFARS.
- Establish an internal research plan for updating NHTSA's crash data network that will modernize and consolidate the information technology database.
- Continue to collect additional data on not-in-transport and back over crashes.
- Continue to improve the methodologies for data collection: quality and faster dissemination.

#### **FY 2011 Budget Request: \$8,725,000**

In FY 2011, the FARS/FastFARS program requests funding to:

- Perform a census of all fatal motor vehicle traffic crashes occurring in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands.
- Continue to collect additional data on not-in-transport and back over crashes.
- Create a timely 2010 analysis file and make the 2009 final file available to the public.
- Continue to conduct and publish quarterly and annual projections of motor vehicle traffic fatalities using FastFARS.
- Investigate the feasibility of using FastFARS to estimate and produce estimates of fatalities during the holiday periods.
- Continue to improve the methodologies for data collection: quality and faster dissemination.

## Detailed Justification for Research and Analysis Program

<b>National Automotive Sampling System (NASS)</b>	<b>FY 2011 Request: \$12,906,000</b>
<p><b>Overview:</b></p> <p>The National Automotive Sampling System (NASS) is a data collection system that provides crash data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. NASS is comprised of two programs, the Crashworthiness Data System (CDS) and the General Estimates System (GES), which work from nationally representative sites to perform data collection activities. NASS CDS uses highly trained contractor staff, primarily crash investigators, to perform detailed crash investigations. Comprehensive documentation of scene evidence, vehicle damage, and thorough coding all crash-related injuries from medical records is required for each CDS case. NASS CDS is the sole source for nationally representative in-depth data on towed passenger vehicles. The Agency uses the data to quantify the relationship between occupants and vehicles in the real-world crash environment that in turn provides the Agency the foundation for a comprehensive understanding of both the relationship between vehicle crash severity and occupant injury that are then utilized to initiate, develop, and evaluate effective countermeasures. NASS GES creates an annual file of standardized, crash report information on a national sample of police-reported traffic crashes. The GES data is the sole source for trends on the number and severity of crash related non-fatal injuries in the U.S.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$12,906,000 for the NASS program, which reflects a \$376,000 increase above the FY 2010 funding level. FY 2011 funding will allow the agency to collect detailed data for the Crashworthiness Data System (CDS) at 24 crash investigation sites, as well as to collect and encode police report data for the General Estimates System (GES) from 60 crash research sites. The agency will continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes. (In FY 2010, \$300,000 was funded under Vehicle Safety, and is realigned to Highway Safety Research and Development, for a net increase of \$376,000 in FY 2011.)</li> </ul>	
<p><b>FY 2010 Base: \$12,530,000</b></p> <p>In FY 2010, the NASS program will continue data collection through the Crashworthiness Data System (CDS), as well as through the General Estimates System (GES). The Agency will also continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes. Quality-control operations to ensure data accuracy and completeness of the NASS data will be ongoing throughout FY 2010. The data files and case viewer will be published via the internet and available to the traffic safety community and the public in general.</p> <p>NHTSA has initiated internal research into methodologies to modernize and consolidate</p>	

the information technology database investments in the Fatality Analysis Reporting System (FARS) and the Electronic Data System (EDS) into a single enterprise architecture database that will meet future data security, collection, storage and distribution requirements. This updated crash data network would be utilized for data collection and storage infrastructure programs.

#### **Anticipated FY 2010 Accomplishments:**

- Establish an internal plan for updating NHTSA's crash data network that will modernize and consolidate the information technology database investments utilized for future data collection programs.
- Provide data for internal and external analysis to detail the relationship between occupants and vehicles in real-world crashes. This data provides the Agency the foundation for a comprehensive understanding of the relationship between crash severity and occupant injury. NHTSA uses the data to initiate, develop and evaluate effective countermeasures.

#### **NASS CDS**

- Collect a nationally representative sample of data from approximately 4,000 crashes through 24 primary sampling units.
- Create a file for analysis and make the data in the 2009 annual file available to the public.

#### **NASS GES**

- Collect GES case data at 60 crash research sites.
- Continue to collect additional data on not-in-transport and back over crashes.
- Create a file for analysis and make the data in the 2009 annual file available to the public.
- Perform a child surveillance system pilot that leverages the infrastructure and resources of NASS and the Children's Hospital of Philadelphia (CHOP).

#### **FY 2011 Budget Request: \$12,906,000**

In FY 2011, the NASS program will undertake the following initiatives:

- Provide data for internal and external analysis to detail the relationship between occupants and vehicles in real-world crashes. This data provides the Agency the foundation for a comprehensive understanding of the relationship between crash severity and occupant injury. NHTSA uses the data to initiate, develop and evaluate effective countermeasures.

#### **NASS CDS**

- Collect a nationally representative sample of data from approximately 4,000

crashes.

- Create a file for analysis and make the data in the 2010 annual file available to the public.

#### **NASS GES**

- Collect GES case data at 60 crash research sites.
- Continue to collect additional data on not-in-transport and back over crashes.
- Create a file for analysis and make the data in the 2010 annual file available to the public.

## Detailed Justification for Research and Analysis

State Data Systems	FY 2011 Request: \$2,490,000
<p><b>Overview:</b></p> <p>The State Data Systems is a compilation of a number of data programs based on existing State data files or State crash reports. These include the State data crash files program, Crash Outcome Data Evaluation System (CODES) program, Model Minimum Uniform Crash Criteria (MMUCC) and the Not-in-Traffic Surveillance (NiTS) program. The State data crash files program consists of data files collected from 33 individual State data systems and processed into standard formats to complement the crash data collected in NASS and FARS. The State data crash files vary considerably in coverage and variables, and are essential to NHTSA's efforts to reduce deaths, injuries, and crashes, including defect investigations. The Not-in-Traffic Surveillance (NiTS) program is collecting non-traffic data in response to provisions in SAFETEA-LU Section 10305 of SAFETEA-LU for non-traffic incidents and Section 2012 of SAFETEA-LU for back over crashes and the K.T. Safety Act of 2007. The Crash Outcome Data Evaluation System (CODES) program assists States in linking data files from the automated crash files to the medical record information to provide detailed data on the costs and consequences of motor vehicle injuries. The CODES program is the cornerstone for the State level support to primary seat belt and motorcycle helmet laws.</p> <ul style="list-style-type: none"> <li>NHTSA's FY 2011 budget request for the State Data Systems is \$2,490,000, which is unchanged from the FY 2010 funding level. FY 2011 funding will allow the agency to collect and process annual data from approximately 33 State crash databases to provide the agency with Police Accident Report (PAR), non-traffic and non-crash motor vehicle incidents crash information, support State-level linked data analytical research.</li> </ul>	
<p><b>FY 2010 Base: \$2,490,000</b></p> <p>In FY 2010, funding for the agency's State data crash files program activities will support the collection and processing of data received from the States, which benefit the agency by filling in data gaps with injury and fatality data to assist in analysis of highway safety programs. NHTSA will continue researching methodologies and collecting data critical to understanding size-and-events-related deaths and injuries in motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas. NHTSA will also continue to sustain State level linked data analytical research in support of State-specific applications used to identify traffic safety problems, support traffic safety decision makers, develop and support safety legislation, and educate the public.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>Collect data from State data crash files to provide the Agency with a data set</li> </ul>	

<p>containing substantial amounts of PAR based crash information.</p> <ul style="list-style-type: none"> <li>• Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents in response to provisions in SAFETEA-LU and the K.T. Safety Act of 2007.</li> <li>• Update the CODES State best practices report.</li> <li>• Continue to work with CODES States to expand the capability of linked data analyses within the state and to facilitate multi-state studies in support of NHTSA program needs. Expanded data linkage enables multi-state crash data analysis by crash conditions, safety equipment, and other crash variables in terms of injury types, level of care, discharge status, payer, charges, and other outcome variables not available in unlinked crash data.</li> </ul>
<p><b>FY 2011 Budget Request: \$2,490,000</b></p> <p>In FY 2011, SDS program funding will allow the agency to:</p> <ul style="list-style-type: none"> <li>• Collect and process data annually from State data crash files program to provide the Agency with a data set containing generous amounts of PAR based crash information.</li> <li>• Continue to work with CODES States to expand the capability of linked data analyses within the state and to facilitate multi-state studies in support of NHTSA program needs. Expanded data linkage enables multi-state crash data analysis by crash conditions, safety equipment, and other crash variables in terms of injury types, level of care, discharge status, payer, charges, and other outcome variables not available in unlinked crash data.</li> <li>• Publish an elderly population report using CODES data.</li> <li>• Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents in response to provisions in SAFETEA-LU.</li> </ul>

## Detailed Justification for Research and Analysis Program

Special Crash Investigations (SCI)	FY 2011 Request: \$1,800,000
<p><b>Overview:</b></p> <p>The Special Crash Investigations (SCI) program employs highly trained crash reconstructionists to perform in-depth investigations on specific motor vehicle crashes. The SCI data serve as an early warning system and provide details on crashes of special interest to the Agency. Currently, the focus is in the following research areas: children in and around motor vehicles (back over), new and rapidly changing technologies in occupant protection (advanced air bag systems), crash avoidance technologies (lane departure, electronic stability control , adaptive cruise control), alternative fuel vehicle crashworthiness (hybrid, hydrogen), rollover injury and ejection mitigation (side curtains), school bus occupant protection (safety belts, compartmentalization), motor-coach crashes, and the performance of child safety seats, especially in vehicles equipped with LATCH. In addition, SCI remains the rapid response team for crashes that the Office of Defects Investigations requires for immediate research supporting potential recalls and other agency enforcement efforts.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$1,800,000 for the SCI program, a \$100,000 increase over the FY 2010 funding level. This increase is required to maintain the current level of operations.</li> <li>• The FY 2011 request will allow the agency to perform in-depth crash investigations on crashes involving back over, rollover, advanced occupant protection systems, occupant ejection mitigation systems, event data recorders, school buses, motor-coaches and child occupant protection. SCI will continue to focus on collecting detailed nontraffic data in response to provisions in SAFETEA-LU Section 10305 for non-traffic incidents and Section 2012 including back over crashes involving vehicles equipped with sensing systems and cameras.</li> </ul>	
<p><b>FY 2010 Base: \$1,700,000</b></p> <p>The Special Crash Investigations (SCI) program promptly provides real-world crash data on the effectiveness of advanced technologies. NHTSA utilizes the SCI to examine and assess the safety performance and effectiveness in near real-time as automobile manufacturers continue to install new technologies in their vehicles such as electronic stability control (ESC), side curtain air bags, ejection mitigation systems, rollover stability control systems, hybrid-generation vehicles and back over sensing systems, along with back over cameras.</p> <p>NHTSA will continue to perform in-depth investigations of air bag-related fatal or life-threatening injuries concentrating on advanced and side air bag systems. In addition, SCI will remain the rapid response team for crashes required by the Office of Defects</p>	

Investigations for immediate investigation. SCI will also continue to seek out crashes involving the performance of child safety seats in vehicles equipped with LATCH and occupant protection (safety belts) systems in school bus crashes.

**Anticipated FY 2010 Accomplishments:**

NHTSA will perform in-depth investigations on approximately 160 cases nationwide through three SCI investigation teams. These data are used to identify unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research. Research activities:

- Back over crashes.
- Advanced occupant protection systems including, but not limited to, advanced frontal air bags, side air bags and side curtain air bags.
- Performance of occupant ejection mitigation systems (e.g. curtain) in rollover crashes.
- Crashes involving vehicles equipped with rollover mitigation (e.g. ESC, rollover stability control).
- Event data recorders.
- Performance of child safety seats, especially in vehicles equipped with LATCH.
- Crashworthiness performance of alternative fuel (e.g. hydrogen, hybrid) vehicles.
- Motor-coach crashes.
- Occupant protection (e.g. safety belts) performance in school bus crashes.

**FY 2011 Budget Request: \$1,800,000**

NHTSA will perform in-depth investigations on approximately 160 cases nationwide through three SCI investigation teams. These data are used to identify unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research. Research activities:

- Back over crashes especially those events involving sensing systems and cameras.
- Advanced occupant protection systems including, but not limited to, advanced frontal air bags, side air bags and side curtain air bags.
- Performance of occupant ejection mitigation systems (e.g. curtain) in rollover crashes.
- Crashes involving vehicles equipped with rollover mitigation (e.g. ESC, rollover stability control).
- Event data recorders.
- Performance of child safety seats, especially in vehicles equipped with LATCH.
- Crashworthiness performance of alternative fuel (e.g. hydrogen, hybrid) vehicles.
- Motor-coach crashes.
- Occupant protection (e.g. safety belts) performance in school bus crashes.



## Detailed Justification for Research and Analysis

Data Analysis	FY 2011 Request: \$2,166,000
<p><b>Overview:</b></p> <p>NHTSA's data analysis activities support NHTSA's mission to reduce fatalities and injuries by providing timely, effective and reliable data analysis.</p> <p>The Data Analysis program ensures that sufficient analytical and evaluative resources and services are available to provide timely and pertinent vehicle and behavioral research and analyses, as well as to inform the public about highway safety problems and progress. The Data Analysis program provides critical information and analytical and statistical services to all NHTSA program areas and to the overall traffic safety community. Furthermore, this program disseminates traffic safety data to the public through a broad spectrum of media. Government agencies (Federal, State and local), research institutions, motor vehicle manufacturers, safety groups, international highway safety advocates and the general public use the program's published reports to improve traffic safety.</p> <ul style="list-style-type: none"> <li>In FY 2011, NHTSA is requesting \$2,166,000, which is an increase of \$500,000 above the FY 2010 funding levels. FY 2011 funding will allow the agency to purchase 2011 R.L. Polk data on motor vehicle registration, provide and maintain comprehensive web reporting of motor vehicle crash data at the state level, and provide data and analytical support and expertise to the new Data-Driven Approaches to Crime <i>and</i> Traffic Safety (DDACTS) highway safety initiative.</li> </ul>	
<p><b>FY 2010 Base: \$1,666,000</b></p> <p>In FY 2010, NHTSA's Data Analysis program will provide the fact-based foundation for the agency's policies, programs and initiatives. The analyses of data from fatal motor vehicle crashes, on-scene crash investigations, occupant protection surveys and non-traffic incidents will provide critical information on factors contributing to crashes, fatality trends, and the success of agency programs. These activities are essential to NHTSA and Departmental safety programs, as well as for informing the highway safety community and the general public regarding effective safety countermeasures and identifying current and emerging trends.</p>	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>Produce the Annual Assessment of Motor Vehicle Traffic Crashes. The Annual Assessment includes the Traffic Safety Facts Annual Report, the 15 annual Traffic Safety Fact Sheets that focus on high-interest program areas, and the State Traffic Safety Information website (including production of "Pin Maps" for selected data items).</li> </ul>	

- Provide and revise, if necessary, the metrics that enable NHTSA to track its progress toward meeting Departmental performance goals of reducing passenger vehicle occupant fatalities, motorcyclist fatalities, alcohol-related fatalities, non-occupant fatalities, increasing seat belt use, and increasing restraint use among 0-7 year old occupants.
- Provide data mining and analytical support to the vehicle based programs, including Defects Investigations, Compliance, Vehicle Safety Research, and Rulemaking.
- Provide analytical support to traffic safety programs, including Alcohol-Impaired Driving, Occupant Protection and Traffic Enforcement.
- Support State Highway Safety Offices with the production of Traffic Safety Performance Measures for individual states.
- Add production of “Pin Maps” to the FARS Query System.
- Conduct essential analytical studies of national concern and safety. These safety studies include: Driver Distractions, Motorcycles, Child Restraints, Rear Visibility and Backovers, Ejection Mitigation, Older Drivers, Lives Savable by Increasing Belt Use Rates, Alcohol-Impaired Driving, and Geo-Spatial Analysis.
- Respond to requests for data tabulations received from various sources.

#### **FY 2011 Budget Request: \$2,166,000**

FY 2011 funds will enable NHTSA’s Data Analysis program activities to produce critical annual traffic safety publications, conduct critical research on specific highway safety topics and report on those investigations, and provide data and statistical analysis to NHTSA programs and external customers.

Specifically, FY 2011 funding is requested to:

- Produce the Annual Assessment of Motor Vehicle Traffic Crashes including the Traffic Safety Facts Annual Report and the 15 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics that are used to track performance of NHTSA’s activities under the Department and Agency Government Performance and Results Act (GPRA) performance measure targets.
- Provide expert statistical analysis to internal and external customers in a broad range of statistical and traffic safety areas, such as alcohol-impaired driving and occupant protection.
- Continue statistical analysis of data from the National Motor Vehicle Crash Causation Survey.
- Conduct statistical analysis to support agency programs for light vehicle crash avoidance and mitigation advanced technologies, such as forward collision avoidance and mitigation and lane departure prevention; heavy vehicle safety, such as truck tractor stability control and motor-coach safety; and other vehicle safety priorities, such as motorcycle braking, passenger vehicle rear visibility, rear seat occupants, and older occupants.
- Enhance data dissemination procedures to improve the distribution of timely

traffic safety information for program reviews and state grants.

- Provide estimates of benefits in terms of lives saved by belts, air bags, child safety seats and helmets.
- Publish results on a variety of topics from the National Occupant Protection Use Survey.

The requested increase in funding will be used to:

- Purchase 2011 R.L. Polk data on motor vehicle registration which is critical to the agency mission and the highway safety community. R.L. Polk's national vehicle population profile is the single reliable source of registration data for every vehicle in the U.S., enabling agency identification, monitoring, analysis and evaluation of emerging vehicle safety issues for specific vehicle make, model, and location [state], and of fatality and injury rates by vehicle categories.
- Provide and maintain comprehensive web reporting of motor vehicle crash data breakdown at the state level including the ability to query fatal crash data.
- Provide data and analytical support and expertise to the new Data Driven Approach to Crime *and* Traffic Safety (DDACTS) highway safety initiative.

## HIGHWAY SAFETY PROGRAMS

<b>National Occupant Protection Use Survey (NOPUS)</b>	<b>FY 2011 Request: \$1,656,000*</b>
<i>*funded out of Grant Administration Funds</i>	
<p><b>Overview:</b></p> <p>Achieving high seat belt use rates is a key component to reducing fatalities and injuries on the Nation's roadways. Belt use nationwide in 2009, as estimated from the National Occupant Protection Use Survey, stood at 84 percent.</p> <p>Seat belt use in 2009 continues to be higher in the States in which vehicle occupants can be pulled over solely for not using seat belts (88 percent in "primary law" States) as compared with the States with a weaker enforcement law (77 percent in "secondary law" States). Restraint use in fatal crashes remains low. Among the 16,849 driver fatalities for which restraint use was known in 2008, 54 percent (9,115) were unrestrained.</p> <p>The NOPUS provides the data behind NHTSA's data-driven programs to raise seat belt use rates, to improve motorcycle safety initiatives, and to improve child passenger safety.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$1,656,000 for NOPUS, which is unchanged from the FY 2010 funding level.</li> </ul>	
<b>FY 2010 Base: \$1,656,000</b>	
NOPUS will provide data to support the development of effective occupant protection countermeasures and initiatives.	
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>• Analyze and report on 2009 NOPUS survey findings in terms of occupant demographics, child restraint use, driver cell phone use, and rear seat belt use that were not previously reported.</li> <li>• Continue the phase-in of a set of new observation sites for the NOPUS survey that better reflects today's traffic. From 2008 through 2012, the transition from the old sample sites will continue, thereafter using the new sample sites in their entirety.</li> <li>• Conduct the 2010 NOPUS survey in June 2010.</li> <li>• Analyze and report the results of the 2010 NOPUS in overall seat belt use and motorcycle helmet use.</li> <li>• Provide statistical support for NHTSA's safety initiatives to raise seat belt use rates, to improve motorcycle safety, and to improve child passenger safety.</li> </ul>	

**FY 2011 Budget: \$1,656,000**

The FY 2011 budget request provides funding for the 2011 NOPUS survey to be conducted, thus providing the Agency with key information with which to analyze where the nation stands with regards to occupant protection and where future gains can be realized. Specifically, the 2011 funding provides for the following activities:

- Analyze and report on specific topic areas using the 2010 NOPUS survey including occupant demographics, child restraint use, driver cell phone use, and rear seat belt use.
- Continue the phase-in of a set of new observation sites for the NOPUS survey that better reflect today's traffic. From 2008 through 2012, the transition from the old sample sites will continue, thereafter using the new sample sites in their entirety.
- Conduct the 2011 NOPUS survey in June 2011.
- Analyze and report the results of the 2011 NOPUS in overall seat belt use and motorcycle helmet use.
- Use the results of the 2011 survey to evaluate the effectiveness of NHTSA's 2011 occupant protection initiatives including the planned 2011 Click It or Ticket Campaign.
- Use the results of the 2011 survey to create future initiatives to reach those populations with the lowest levels of restraint use (such as rural communities or pickup truck occupants).
- Provide statistical support to communicate the importance of occupant protection to the public through the NHTSA website and joint events with state highway safety offices and other NHTSA partners.
- Support the Agency's motorcycle safety initiative by tracking the use of DOT-compliant and non-compliant helmets.
- Support NHTSA's work to achieve the GPRA targets for restraint use among 7 year old and younger children by providing demographic analyses used to focus NHTSA's child passenger safety initiatives where they will be most effective.

## Detailed Justification for Administrative Expenses

<b>Highway Safety Research and Development Administrative Expenses</b>	<b>FY 2011 Request: \$42,790,874</b>
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### Overview:

NHTSA is requesting \$126,055,874, in total, for administrative expenses in FY 2011, which will be funded from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of \$6,955,874 over the FY 2010 enacted funding level, and reflects 0.5% for inflation.

For the portion of administrative expenses funded from Highway Safety Research and Development, the FY 2011 budget request is \$42,790,874, which is \$8,807,874 above the FY 2010 enacted funding level. NHTSA has realigned shared administrative expenses under Rent, Communications, and Utilities and Other Services to the Highway Safety Account. Administrative expenses shared within the Agency are aligned with the funding targets each year between funds.

	<u>FY 2010 Enacted</u>	<u>FY 2011 Request</u>	<u>Variance</u>
FTEs /1	186 /2	190	4
Salaries and Benefits /3	\$ 21,392,031	\$ 22,649,000	\$ 1,256,969
Travel /4	\$ 484,410	\$ 486,832	\$ 2,422
Transportation of Things	\$ -	\$ -	\$ -
Rent, Communications, & Utilities /5	\$ 6,979,856	\$ 10,480,898	\$ 3,501,042
Printing and Reproduction	\$ -	\$ -	\$ -
Other Services /6	\$ 4,046,328	\$ 8,088,367	\$ 4,042,039
Supplies and Materials /7	\$ 1,080,375	\$ 1,085,777	\$ 5,402
Equipment	\$ -	\$ -	\$ -
Total Administrative Expenses	<u>\$ 33,983,000</u>	<u>\$ 42,790,874</u>	<u>\$ 8,807,874</u>

### Notes:

/1: Increase of FTEs needed to support program activities.

/2: FY 2010 Enacted FTE includes staffing for the CARS program.

/3: The increase reflects pay raises (1.4% in 2011) and annualization of pay (2.0% in 2010) plus reaching an FTE level of 190.

/4: Travel funding does not include TSI Travel, which is funded through program funds.

/5: Reflects nominal inflation.

/6: Reflects an increase in funding due to realignment of administrative expenses to highway safety programs.

/7: This covers general office supplies such as paper, toner, and folders.

NATIONAL DRIVER REGISTER  
(liquidation of contract authorization)  
(limitation on obligations)  
(highway trust fund)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, [\$4,000,000] \$4,170,000, 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 implementation or execution of programs the total obligations for which, in fiscal year [2010] 2011, are in excess of [\$4,000,000] \$4,170,000 for the National Driver Register authorized under such chapter.

NATIONAL DRIVER REGISTER MODERNIZATION  
(general fund)

For an additional amount for the "National Driver Register" as authorized by chapter 303 of title 49, United States Code, [\$3,350,000] \$2,530,000, to remain available through September 30, [2011] 2012: *Provided*, That the funding made available under this heading shall be used to [carry out] *continue* the modernization of the National Driver Register.

NATIONAL DRIVER REGISTER (NDR)  
OPERATIONS AND RESEARCH HIGHWAY TRUST FUND (HTF)  
Program and Financial Schedule  
and  
Object Class Schedule Tables  
Combined in the Operations and Research: Highway Safety Research and Development Tables



**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH (GENERAL FUND)  
NATIONAL DRIVER REGISTER MODERNIZATION**

**PROGRAM AND FINANCING SCHEDULE**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	<b>Obligations by program activity:</b>			
0001	National Driver Register Modernization	-	3,350,000	2,530,000
0002		-	-	-
0003		-	-	-
0004		-	-	-
0005		-	-	-
0006		-	-	-
0007		-	-	-
0008		-	-	-
0009		-	-	-
0010	Total Direct Obligations	-	3,350,000	2,530,000
0910	Reimbursable Program	-		-
<b>10.00</b>	<b>Total new obligations</b>	<b>-</b>	<b>3,350,000</b>	<b>2,530,000</b>
	<b>Budgetary resources available for obligation:</b>			
21.40	Unobligated balance available, start of year	-	-	-
22.00	New budget authority (gross)	-	3,350,000	2,530,000
22.10	Resources available from recoveries of prior year obligations	-	-	-
22.21	Unobligated balance transferred to other accounts (-)	-	-	-
22.22	Unobligated balance transferred from other accounts (+)	-	-	-
23.90	Total budgetary resources available for obligation	-	3,350,000	2,530,000
23.95	Total new obligations (-)	-	(3,350,000)	(2,530,000)
<b>24.40</b>	<b>Unobligated balance available, end of year</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>New budget authority (gross), detail</b>			
	<b>Discretionary</b>			
40.26	Appropriation (trust fund)	-	3,350,000	2,530,000
40.49	Portion applied to liquidate contract authority (-)	-	-	-
41.00	Transferred to other accounts (appropriations) (-)	-	-	-
42.00	Transferred from other accounts (appropriations) (+)	-	-	-
<b>43.00</b>	<b>Appropriation (total)</b>	<b>-</b>	<b>3,350,000</b>	<b>2,530,000</b>
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	-	-	-
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
58.90	Spending authority from offsetting collections (total)	-	-	-
	<b>Mandatory</b>			
66.10	Contract Authority	-	-	-
66.36	Unobligated balances permanently reduced	-	-	-
66.61	Transferred to other accounts	-	-	-
66.62	Transferred from Other Accounts	-	-	-
66.90	Contract Authority (total mandatory)	-	-	-
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	-	-	-
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
68.90	Spending authority from offsetting collections (total)	-	-	-
<b>70.00</b>	<b>Total new budget authority (gross)</b>	<b>-</b>	<b>3,350,000</b>	<b>2,530,000</b>
	<b>Change in unpaid obligations</b>			
72.40	Obligated balance, start of year:	-	-	-
73.10	Total New obligations	-	3,350,000	2,530,000
73.20	Total outlays (gross)	-	-	-
73.32	Unobligated balance transferred from other accounts	-	-	-
73.40	Adjustments in expired accounts (net)	-	-	-
73.45	Recoveries of prior year obligations (-)	-	-	-
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-	-	-
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	-	-	-
<b>74.40</b>	<b>Obligated balance, end of year</b>	<b>-</b>	<b>3,350,000</b>	<b>2,530,000</b>
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	-	2,680,000	2,024,000
86.93	Outlays from discretionary balances	-	(2,680,000)	(2,024,000)
86.97	Outlays from new mandatory authority	-	-	-
86.97	Outlays from mandatory balances	-	-	-
<b>87.00</b>	<b>Total outlays (gross)</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	0		0
88.95	Portion of offsetting collection credited to unexpired accounts	0		0
88.96	Portion of offsetting collection credited to expired accounts	0		0
	<b>Net budget authority and outlays</b>			
89.00	Budget authority (net)	0	3,350,000	2,530,000
90.00	Outlays (net)	0	2,680,000	2,694,000

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OPERATIONS AND RESEARCH (GENERAL FUND)  
NATIONAL DRIVER REGISTER MODERNIZATION**

**OBJECT CLASSIFICATION**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	-	-	-
1112 01	Other than full-time permanent	-	-	-
1115 01	Other personnel compensation	-	-	-
1119	Total personnel compensation	-	-	-
1121 01	Civilian personnel benefits	-	-	-
1210 01	Travel and Transportation of Persons	-	-	-
1220 01	Transportation of things	-	-	-
1231 01	Rental payments to GSA	-	-	-
1233 01	Communications, utilities, and miscellaneous charges	-	-	-
1240 01	Printing and reproduction	-	-	-
1252 01	Other services	-	3,350,000	2,530,000
1255 01	Research and development contracts	-	-	-
1260 01	Supplies and materials	-	-	-
1310 01	Equipment		-	-
1410 01	Grants and subsidies	-	-	-
9999	Total new obligations	-	3,350,000	2,530,000

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
EMPLOYMENT SUMMARY  
HIGHWAY SAFETY RESEARCH & DEVELOPMENT**

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>CHANGE FY 2010 - FY 2011</b>
Civilian full-time employment	11	11	11	0
<b>TOTAL FTE</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**FY 2011 CONGRESSIONAL BUDGET**  
ANALYSIS OF FUNDING REQUIREMENTS - NATIONAL DRIVER REGISTER

Item	FY 2010	FY 2011	Change FY 2010 to FY 2011
FTP Positions	11	11	0
Full-time Equivalent Workyears (FTE's)	11	11	0
Full-time Permanent (FTP) Salaries	872	1,029	157
Within-grade Increases	13	12	(1)
Other than FTP Salaries/Temporary Appointments	41	38	(3)
	-	-	-
Overtime & Holiday	2	1	(0)
Differentials (Sunday, Night, Hardship, etc.)	0	0	(0)
Terminal Leave Payments	1	1	(0)
SES Awards	4	4	(0)
Performance Awards	15	14	(1)
Other (CSRS Annuitants, etc.)	-	-	-
<b>Total, Salaries</b>	<b>947</b>	<b>1,099</b>	<b>151</b>
Regular Benefits	203	189	(14)
Benefits Associated with Within Grade Increases (25.3%)	3	3	(0)
Transit Benefits	-	-	-
Employees Compensation Fund	-	-	-
<b>Total, Benefits</b>	<b>206</b>	<b>192</b>	<b>(14)</b>
<b>Total, Salaries and Benefits</b>	<b>1,153</b>	<b>1,291</b>	<b>137</b>
Travel*	21	21	(0)
<b>Total Other Objects</b>			
<b>Total, Administrative Expenses (Available)</b>	<b>1,500</b>	<b>1,639</b>	<b>139</b>
<b>Total Program Funding: Contracts/Grants (Available)</b>	<b>5,850</b>	<b>5,061</b>	<b>(789)</b>
<b>Grand Total (Available)</b>	<b>7,350</b>	<b>6,700</b>	<b>(650)</b>
<b>NATIONAL DRIVER REGISTER - HTF</b>	<b>2,500</b>	<b>2,531</b>	<b>31</b>
<b>NATIONAL DRIVER REGISTER - GF</b>	<b>3,350</b>	<b>2,530</b>	<b>-820</b>

\*Travel funding does not include TSI Travel which is funded through program funds.

**EXHIBIT III-1(c)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
NATIONAL DRIVER REGISTER  
Summary by Program Activity  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)**

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>VARIANCE</b>
National Driver Register (HTF Ob. Lim.)	\$ 2,500	\$ 2,500	\$ 2,531	\$ 31
National Driver Register Modernization (GF)	\$ -	\$ 3,350	\$ 2,530	\$ (820)
Administrative Expenses (HTF Ob. Lim)	\$ 1,500	\$ 1,500	\$ 1,639	\$ 139
<b>TOTAL NATIONAL DRIVER REGISTER</b>	<b>\$ 4,000</b>	<b>\$ 7,350</b>	<b>\$ 6,700</b>	<b>\$ (650)</b>

**FTE's:**

Direct Funded	11	11	11	-
Reimbursable, allocated, other	-	-	-	-

Note: NDR has funding from the HTF as well as GF for modernization.

## NATIONAL DRIVER REGISTER

### Program and Performance

A total of \$6,700,000 is requested for NHTSA's National Driver Register (NDR) in FY 2011. Included in this total is the allocation of salaries and benefits, travel, and operating expenses for this program area. The FY 2011 request will enable the NDR to continue to provide an efficient and timely database that helps to keep problem drivers from operating private and commercial vehicles and that aids in the decision-making for other transportation modes' certification procedures.

National Driver Register: (\$5,061,000) – NDR supports the Department's Safety goals by maintaining and operating the Problem Driver Pointer System (PDPS). This system improves traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

NDR Administrative Expenses (\$1,639,000) – Administrative expenses within the NDR program support the eleven full time employees authorized for the NDR, as well as other support costs, required to carry out the mission of the NDR program.

**EXHIBIT III - 2 (c)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011  
Appropriations, Obligation Limitations, and Exempt Obligations**

**NATIONAL DRIVER REGISTER**

(\$000)

<b>ITEM</b>	<b>Change from FY2010 to FY2011</b>	<b>FY2011 PC&amp;B by Program</b>	<b>FY2011 FTEs by Program</b>	<b>FY2011 Contract Expenses</b>	<b>Total</b>
National Driver Register (HTF Ob. Lim.)					<b>4,000</b>
National Driver Register (GF)					<b>3,350</b>
<b>Adjustments to Base</b>					
FY 2011 #FTE Per Program Increase	-	-	-		-
Annualization of FY 2010 Pay Raise	65	65			65
FY 2011 Pay Raise	72	72			72
GSA Rent	1	-			1
WCF	-	-			-
Inflation	-	-			-
Program Increases/Decreases	-	-			-
FY 2011 PC&B Program Increases	-	-			-
<b>Subtotal, Adjustment to Base</b>	<b>137</b>	-	-	-	<b>137</b>
<b>Program Increases/Decreases</b>	<b>(789)</b>	-	-	<b>(789)</b>	<b>(789)</b>
<b>Total FY 2011 Request</b>	<b>(652)</b>	-	-	<b>(789)</b>	<b>6,700</b>

### Explanation of Programmatic Funding for National Driver Register Program

<b>National Driver Register</b>	<b>\$6,700,000</b>
<b>Overview:</b>	
In FY 2011, NHTSA is requesting \$6,700,000 to conduct National Driver Register programs, as defined below.	
<b>National Driver Register</b>	<b>\$5,061,000</b>
HTF Ob. Lim	\$2,531,000
General Fund	\$2,530,000
<b>National Driver Register Administrative Expenses</b>	<b>\$1,639,000</b>



### Detailed Justification for National Driver Register Program

<b>National Driver Register</b>	<b>FY 2011 Request: \$5,061,000</b>
HTF Ob. Lim	\$2,531,000
General Fund	\$2,530,000

#### **Overview:**

The National Driver Register (NDR) supports NHTSA's mission of reducing the economic and personal toll to society from crashes on our nation's roads by maintaining a national database of revoked, suspended and denied drivers for the States to use when making a determination on whether to license an applicant for a driver's license. State motor vehicle agencies maintain driver records and authorize driver's licenses for nearly 220 million drivers and use the NDR as an effective means for identifying problem drivers to prevent issuing driver's licenses to them. The NDR is a vital tool for States to employ in their efforts to improve highway safety, design driver improvement programs, and most importantly, reduce deaths from motor vehicle crashes. The NDR also provides support to Federal agencies in transportation related fields in the certification of airline pilots, merchant mariners, Coast Guard personnel, and locomotive and motor vehicle operators. The NDR can now be used by the Office of Personnel Management (OPM) as a resource in determining eligibility for Federal employment for those individuals who have access to sensitive or secret information.

- In FY 2011, NHTSA is requesting \$5,061,000 for the NDR, which is a decrease of \$789,000 from the substantially increased \$5,850,000 FY 2010 funding level [\$2,500,000 (HTF Ob. Lim.) + \$3,350,000 (GF)]. The requested FY 2011 funding is necessary to: (1) run the legacy (mainframe based) NDR system while completing the development of the modernized system; (2) bring the modernized NDR into operation; (3) operate both the modernized system and the legacy system in parallel for a minimum of six months; and, (4) shift full operation of the NDR to the modernized system.
- The modernization was necessary since the NDR has been functioning on a legacy mainframe computer since 1990 using an outdated computer language while use of the NDR has been increasing significantly. In calendar year 2009 the NDR processed 95 million inquiries compared to about 48 million in 2003. Consequently, the NDR has experienced several disruptions in service as State usage exceeded the system's processing capacity. NHTSA expects use by States to continue increasing (expected to exceed 110 million inquiries in 2011), as States complete implementing the requirements of the Motor Carrier Safety Improvement Act (MCSIA) and as they implement the requirements of the Real ID Act or subsequent legislation, i.e. PASS ID Act. To address the increased system use, in 2008 NHTSA initiated a project to "modernize" the NDR to utilize up-to-date hardware, database structures and programming languages. The modernization project has been conducted in close collaboration with the NHTSA Chief Information Officer (CIO).

<p><b>FY 2010 Base: \$5,850,000 (\$2,500,000 HTF Ob. Lim.; \$3,350,000 GF)</b></p> <p>NDR will continue to function as the nation’s only real-time national database used to identify problem drivers. The NDR will continue to operate the legacy mainframe system while development of the modernized NDR continues. To sustain the legacy system during development of the new system, the NDR will procure additional processing capabilities. This additional capacity for the legacy system will enable the NDR to meet increasing state licensing agency inquiries within targeted performance measures.</p>
<p><b>Anticipated FY 2010 Accomplishments:</b></p> <ul style="list-style-type: none"> <li>• Operate the NDR legacy mainframe system to respond to an expected 100 million inquiries from state licensing agencies. <ul style="list-style-type: none"> <li>○ Increase (procure) processing capacity of legacy mainframe system to sustain system until modernized NDR is brought into production in 2011.</li> <li>○ Maintain performance levels as in FY 2009 for state inquiries, responding to 95 percent of interactive inquiries within seven seconds with system availability of 99 percent of scheduled operational hours.</li> <li>○ Extend contract of existing service provider to ensure continued operation of existing system and a seamless transition to the modernized NDR.</li> </ul> </li> <li>• Provide outstanding customer service to Federal Agencies which are granted access, i.e. FAA, USCG, Federal Railroad Administration.</li> <li>• Continue NDR modernization by: <ul style="list-style-type: none"> <li>○ Continuing development of the software for the modernized NDR.</li> <li>○ Procuring software licenses for eventual operation of the modernized NDR.</li> <li>○ Procuring necessary hardware environment for operation of the modernized NDR.</li> </ul> </li> </ul>
<p><b>FY 2011 Budget Request: \$5,061,000 (\$2,531,000 HTF Ob. Lim.; \$2,530,000 GF)</b></p> <p>In FY 2011, the NDR program requests funding to:</p> <ul style="list-style-type: none"> <li>• Operate the NDR’s legacy mainframe system until modernized NDR is accepted while continuing to meet system performance levels as in FY 2010 for an expected 110 million interactive inquiries.</li> <li>• Complete development and testing of the modernized NDR software and hardware.</li> <li>• Bring modernized NDR into full production operation and run parallel with legacy system for a minimum of six months to ensure the modernized NDR system exceeds the performance levels of the legacy system.</li> <li>• Procure and perform Certification and Accreditation of modernized NDR.</li> <li>• Cease operations of NDR’s legacy mainframe system.</li> <li>• Begin analysis and planning on the acquisition of a new service provider, considering potential migration to a common operating environment within a federal facility.</li> <li>• Provide service support as new customers of the NDR system are identified.</li> </ul>

## Detailed Justification for National Driver Register Program

<b>National Driver Register Administrative Expenses</b>	<b>FY 2011 Request: \$1,638,671</b>
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### Overview:

NHTSA is requesting \$126,055,874, in total, for administrative expenses in FY 2011, which will be funded from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of \$6,955,874 over the FY 2010 enacted funding level, and reflects 0.5% for inflation.

For the portion of administrative expenses funded from National Driver Register (NDR), the FY 2011 budget request is \$1,639,000, which is an increase of \$139,000 over the FY 2010 requested funding level. The FY 2010 funded level did not reflect any increase above 2009 for inflation or the pay raise in 2010, which are absorbed by the Agency.

	<u>FY 2010 Enacted</u>	<u>FY 2011 Request</u>	<u>Variance</u>
FTEs	11	11	-
Salaries and Benefits /1	\$ 1,153,275	\$ 1,290,752	\$ 137,477
Travel /2	\$ 21,105	\$ 21,000	\$ (105)
Transportation of Things	\$ -	\$ -	\$ -
Rent, Communications, & Utilities /3	\$ 325,620	\$ 327,248	\$ 1,628
Printing and Reproduction	\$ -	\$ -	\$ -
Other Services	\$ -	\$ -	\$ -
Supplies and Materials	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -
Total Administrative Expenses	<u>\$ 1,500,000</u>	<u>\$ 1,639,000</u>	<u>\$ 139,000</u>

### Notes:

/1: The increase reflects pay raises (1.4% in 2011) and annualization of pay (2.0% in 2010).

/2: Travel funding does not include TSI Travel, which is funded through program funds.

/3: Reflects nominal inflation.

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## HIGHWAY TRAFFIC SAFETY GRANTS

(liquidation of contract authorization)

(limitation on obligations)

(highway trust fund)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, to remain available until expended, [\$619,500,000] *\$620,697,000* to be derived from the Highway Trust Fund (other than the Mass Transit Account): *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2010] *2011*, are in excess of [\$619,500,000] *\$620,697,000* for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, of which \$235,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; \$25,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405; \$124,500,000 shall be for "Safety Belt Performance Grants" under 23 U.S.C. 406, and such obligation limitation shall remain available until September 30, [2011] *2012* in accordance with subsection (f) of such section 406 and shall be in addition to the amount of any limitation imposed on obligations for such grants for future fiscal years, *of which up to \$50,000,000 may be made available by the Secretary as grants to States that enact and enforce laws to prevent distracted driving*; \$34,500,000 shall be for "State Traffic Safety Information System Improvements" under 23 U.S.C. 408; \$139,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Incentive Grant Program" under 23 U.S.C. 410; [\$18,500,000] *\$19,697,000* shall be for "Administrative Expenses" under section 2001(a)(11) of Public Law 109-59; \$29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109-59; \$7,000,000 shall be for "Motorcyclist Safety" under section 2010 of Public Law 109-59; and \$7,000,000 shall be for "Child Safety and Child Booster Seat Safety Incentive Grants" under section 2011 of Public Law 109-59: *Provided further, That of the funds made available for grants to States that enact and enforce laws to prevent distracted driving, up to \$5,000,000 may be available for the development, production, and use of broadcast and print media advertising for distracted driving prevention*: *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 section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States: *Provided further*, That not to exceed \$750,000 of the funds made available for the "High Visibility Enforcement Program" shall be available for the evaluation required under section 2009(f) of Public Law 109-59.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**HIGHWAY TRAFFIC SAFETY GRANTS (69X8020)**

PROGRAM AND FINANCING SCHEDULE				
Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request *
	<b>Obligations by program activity:</b>			
0001	Section 402 Formula Grants	234,938	235,000	235,000
0002	Section 405 Occupant Protection Incentive Grants	25,000	25,000	25,000
0003	Section 406 Safety Belt Performance	124,500	124,500	124,500
0004	Section 408 State Traffic Info. Systems Improvements	34,500	34,500	34,500
0005	Section 410 Alcohol Incentive Grants	139,000	139,000	139,000
0006	Section 2009 High Visibility Enforcement	29,000	29,000	29,000
0007	Section 2010 Motorcyclist Safety	7,000	7,000	7,000
0008	Section 2011 Child Safety and Booster Seat Grants	7,000	7,000	7,000
0009	Administrative Expenses - Chapter 4 of Title 23	18,103	18,500	19,697
0010	Total Direct Obligations	619,041	619,500	620,697
0910	Reimbursable Program	42,442	-	-
10.00	<b>Total new obligations</b>	<b>661,483</b>	<b>619,500</b>	<b>620,697</b>
	<b>Budgetary resources available for obligation:</b>			
21.40	Unobligated balance available, start of year	117,584	17,004	3,000
22.00	New budget authority (gross)	559,300	605,496	620,697
22.10	Resources available from recoveries of prior year obligations	211	-	-
22.21	Unobligated balance transferred to other accounts (-)	-5,000	-	-
22.22	Unobligated balance transferred from other accounts (+)	-	-	-
23.90	Total budgetary resources available for obligation	678,487	622,500	624,697
23.95	Total new obligations (-)	-661,483	-619,500	-620,697
24.40	Unobligated balance available, end of year	17,004	3,000	4,000
	<b>New budget authority (gross), detail</b>			
	<b>Discretionary</b>			
40.26	Appropriation (trust fund)	619,500	619,500	620,697
40.49	Portion applied to liquidate contract authority (-)	-619,500	-619,500	-620,697
41.00	Transferred to other accounts (appropriations) (-)	-	-	-
42.00	Transferred from other accounts (appropriations) (+)	-	-	-
43.00	Appropriation (total)	0	0	0
49.36	Unobligated balance permanently reduced			
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	-	-	-
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
58.90	Spending authority from offsetting collections (total)	0	0	0
	<b>Mandatory</b>			
66.10	Contract Authority	619,500	619,500	620,697
66.36	Unobligated balances permanently reduced	-60,200	-14,004	-
66.61	Transferred to other accounts	-	-	-
66.62	Transferred from Other Accounts	-	-	-
66.90	Contract Authority (total mandatory)	559,300	605,496	620,697
	Mandatory spending authority from offsetting collections:	-	-	-
68.00	Offsetting collections (cash) (unexpired only)	-	-	-
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	-	-	-
68.90	Spending authority from offsetting collections (total)	-	-	-
70.00	<b>Total new budget authority (gross)</b>	<b>559,300</b>	<b>605,496</b>	<b>620,697</b>
	<b>Change in unpaid obligations</b>			
72.40	Obligated balance, start of year:	714,173	852,000	738,500
73.10	Total New obligations	661,483	619,500	620,697
73.20	Total outlays (gross)	-566,290	-733,000	-714,000
73.32	Unobligated balance transferred from other accounts	-	-	-
73.40	Adjustments in expired accounts (net)	-	-	-
73.45	Recoveries of prior year obligations (-)	43,000	-	-
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-	-	-
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	-	-	-
74.40	<b>Obligated balance, end of year</b>	<b>852,367</b>	<b>738,500</b>	<b>645,197</b>
	<b>Outlays (gross), detail</b>			
86.90	Outlays from new discretionary authority	119,000	253,995	254,986
86.93	Outlays from discretionary balances	447,290	479,005	459,014
86.97	Outlays from new mandatory authority	-	-	-
86.97	Outlays from mandatory balances	-	-	-
87.00	<b>Total outlays (gross)</b>	<b>566,290</b>	<b>733,000</b>	<b>714,000</b>
	<b>Offsets:</b>			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	128	0	0
88.95	Portion of offsetting collection credited to unexpired accounts	0	0	0
88.96	Portion of offsetting collection credited to expired accounts	-128	0	0
	<b>Net budget authority and outlays</b>			
89.00	Budget authority (net)	559,300	605,496	620,697
90.00	Outlays (net)	566,162	733,000	714,000

\*NHTSA requires reauthorization for all HTF programs in FY 2011 due to the expiration of current authorization found in P.L. 109-59 (SAFEA-LU). Amounts shown for budgetary resources available for obligations assume enactment of contract authority equal to the requested obligation limitation.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**HIGHWAY TRAFFIC SAFETY GRANTS (69X8020)**

**OBJECT CLASSIFICATION**

Line No.	Description	Justifications (\$000)		
		FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	7,975	8,016	8,978
1112 01	Other than full-time permanent	52	178	194
1115 01	Other personnel compensation	110	155	169
1119	Total personnel compensation	8,137	8,349	9,341
1121 01	Civilian personnel benefits	2,071	2,063	2,259
1210 01	Travel and Transportation of Persons	336	377	379
1220 01	Transportation of things	-	-	-
1231 01	Rental payments to GSA	-	184	185
1233 01	Communications, utilities, and miscellaneous charges	-	-	-
1240 01	Printing and reproduction	-	-	-
1252 01	Other services	7,876	7,528	7,532
1255 01	Research and development contracts	-	-	-
1260 01	Supplies and materials	-	-	-
1310 01	Equipment	-	-	-
1410 01	Grants and subsidies	600,622	601,000	601,000
2252 01	Reimbursable obligations:	42,442		
9999	Total new obligations	661,483	619,500	620,697

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
EMPLOYMENT SUMMARY  
HIGHWAY TRAFFIC SAFETY GRANTS**

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>CHANGE FY 2010 - FY 2011</b>
Civilian full-time employment	82	82	87	5
<b>TOTAL FTE</b>	<b>82</b>	<b>82</b>	<b>87</b>	<b>5</b>



**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**  
**FY 2011 CONGRESSIONAL BUDGET**  
**ANALYSIS OF FUNDING REQUIREMENTS - HIGHWAY TRAFFIC SAFETY GRANTS**

Item	FY 2010	FY 2011	Change FY 2010 to FY 2011
FTP Positions	86	93	7
Full-time Equivalent Workyears (FTE's)	82	87	5
Full-time Permanent (FTP) Salaries	8,016	8,978	961
Within-grade Increases	119	131	11
Other than FTP Salaries/Temporary Appointments	58	64	6
	-	-	-
Overtime & Holiday	11	13	1
Differentials (Sunday, Night, Hardship, etc.)	1	1	0
Terminal Leave Payments	6	7	1
SES Awards	28	31	3
Performance Awards	108	118	10
Other (CSRS Annuitants, etc.)	-	-	-
<b>Total, Salaries</b>	<b>8,349</b>	<b>9,341</b>	<b>993</b>
Regular Benefits	2,033	2,226	193
Benefits Associated with Within Grade Increases (25.3%)	30	33	3
Transit Benefits	-	-	-
Employees Compensation Fund	-	-	-
<b>Total, Benefits</b>	<b>2,063</b>	<b>2,259</b>	<b>196</b>
<b>Total, Salaries and Benefits</b>	<b>10,412</b>	<b>11,601</b>	<b>1,189</b>
Travel*	377	379	2
<b>Total Other Objects</b>			
<b>Total, Administrative Expenses (Available)</b>	<b>18,500</b>	<b>19,697</b>	<b>1,197</b>
<b>Total Program Funding: Contracts/Grants (Available)</b>	<b>601,000</b>	<b>601,000</b>	<b>-</b>
<b>Grand Total (Available)</b>	<b>619,500</b>	<b>620,697</b>	<b>1,197</b>
	-	-	-
<b>HIGHWAY TRAFFIC SAFETY GRANTS</b>	<b>601,000</b>	<b>601,000</b>	<b>0</b>
1. Sec.402 Formula Grants	235,000	235,000	-
2. Sec. 405 Occupant Protection Incentive Grants	25,000	25,000	-
3. Sec. 406 Safety Belt Performance Grants	124,500	74,500	(50,000)
4. Distracted Driving	-	50,000	50,000
5. Sec. 408 State Traffic Safety Info. Sys. Improvement	34,500	34,500	-
6. Sec.410 Alcohol Incentive Grants	139,000	139,000	-
7. Sec. 2010 Motorcyclist Safety	7,000	7,000	-
8. Sec. 2011 Child Safety and Booster Seat	7,000	7,000	-
9. Sec. 2009 High Visibility Enforcement	29,000	29,000	-

\*Travel funding does not include TSI Travel which is funded through program funds.

**EXHIBIT III-1(d)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
HIGHWAY TRAFFIC SAFETY GRANTS**

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

	<b>FY 2009 ENACTED</b>	<b>FY 2010 ENACTED</b>	<b>FY 2011 REQUEST</b>	<b>VARIANCE</b>
Section 402 Formula Grant Program	\$ 235,000	\$ 235,000	\$ 235,000	\$ -
Section 405 Occupant Protection Incentive Grants	25,000	25,000	\$ 25,000	-
Section 406 Safety Belt Performance Grant Program	124,500	124,500	\$ 74,500	(50,000)
Distracted Driving	-	-	\$ 50,000	50,000
Section 408 State Traffic Safety Info. System Improve	34,500	34,500	\$ 34,500	-
Section 410 Alcohol Incentive Grant Program	139,000	139,000	\$ 139,000	-
Section 2010 Motorcyclist Safety Grants	7,000	7,000	\$ 7,000	-
Section 2011 Child Safety and Booster Seat Grants	7,000	7,000	\$ 7,000	-
High Visibility Enforcement	29,000	29,000	\$ 29,000	-
Grant Administrative Expenses	18,500	18,500	\$ 19,697	1,197
<hr/>				
<b>TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (HTF)</b>	<b>\$ 619,500</b>	<b>\$ 619,500</b>	<b>\$ 620,697</b>	<b>\$ 1,197</b>
<hr/>				
<b><u>FTE's:</u></b>				
Direct Funded	76	82	87	5
Reimbursable, allocated, other	-	-	-	-

Note: All funds for Grant Programs are from the Highway Trust Fund.

## **HIGHWAY TRAFFIC SAFETY GRANTS**

### **Program and Performance**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA's programs, expired on September 30, 2009. The Administration is working with Congress to develop a comprehensive approach for surface transportation reauthorization. A total of \$620,697,000 is proposed for NHTSA's Highway Traffic Safety Grants in FY 2011.

Under the expiring SAFETEA-LU, NHTSA administers eight highway traffic safety grants that support State highway safety programs designed to reduce motor vehicle crashes, deaths and injuries by supporting implementation of proven and innovative countermeasures aimed at a wide range of crash and injury risk factors. A State may use these grant funds only for highway safety purposes; at least 40-percent of the Section 402 funds are to be expended by political subdivisions (i.e. communities) within the State. In addition, the Department proposes to establish an incentive grant program for States which enact and enforce laws to prevent distracted driving, such as prohibiting texting while driving. A total of \$50,000,000 is proposed for NHTSA's new Distracted Driving Prevention Grant program in FY 2011 to be funded from the historical allocation for Section 406 funding.

Several of these grants are designed to help States increase occupant protection use rates. Occupant protection incentive grants are aimed at encouraging States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. To encourage State efforts to increase seat belt usage, NHTSA also administers seat belt performance grants, based on a State's passage of a primary seat belt use law, and/or seat belt usage rate. A State may use these grant funds for any safety purpose under Title 23, or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least \$1 million of amounts received by States must be obligated for behavioral highway safety activities. Lastly, NHTSA provides grants to encourage States to enact and enforce a child restraint law for children too large to be restrained in a child safety seat. To qualify, States must be enforcing a child restraint law covering children up through age 7, unless the child is 4'9" tall or weighs 65 pounds. These grant funds may be used only for child safety seat and child restraint programs.

NHTSA provides alcohol impaired driving countermeasures incentive grants to encourage States to adopt effective programs and laws to reduce impaired driving and its tragic consequences. States can qualify for these grants either as a high alcohol fatality rate State, a low alcohol fatality State, or as a programmatic State by meeting several eligibility criteria.

NHTSA encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment

or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Accurate and timely State highway traffic data is vital to NHTSA's ability to formulate effective safety programs Nationwide. NHTSA encourages States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data needed to identify priorities for National, State, and local highway and traffic safety programs. NHTSA's traffic safety information system grants are intended to improve the ability of highway safety practitioners at the State and local level to collect, analyze and evaluate data to make resource allocation decisions. A State may use these grant funds only to implement such data improvement programs.

NHTSA administers a program to support States' seat belt and impaired driving enforcement programs through the continued provision of National paid media during mobilization and crackdown efforts.

Lastly, the new distraction grant program includes up to \$5 million for development and placement of broadcast and print media to support enforcement of State laws to prevent distracted driving. The media ads will be developed to reach those segments of the population most likely to engage in distracted driving behavior. Research has begun to show what common sense indicates; that drivers who take their eyes off the road for extended periods of time are at elevated crash risk. Research on instrumented vehicles indicates that even moderately complex secondary tasks (those that required at most 2 glances away from the road or 2 button presses), such as texting or dialing a cell phone, significantly increased the probability of being involved in a crash or near crash. States would be able to use these grant funds for any safety activity under Title 23.

**EXHIBIT III - 2 (d)**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011  
Appropriations, Obligation Limitations, and Exempt Obligations**

**HIGHWAY TRAFFIC SAFETY GRANTS  
(\$000)**

<b>ITEM</b>	<b>Change from FY 2010 to FY 2011</b>	<b>FY2011 PC&amp;B by Program</b>	<b>FY2011 FTEs by Program</b>	<b>FY2011 Contract Expenses</b>	<b>Total</b>
Highway Safety Grants (Oblin)					<b>619,500</b>
<b>Adjustments to Base</b>					
FY 2011 #FTE Per Program Increase	-	-	5		-
Annualization of FY 2010 Pay Raise	247	247			247
FY 2011 Pay Raise	329	329			329
GSA Rent	1	-			1
WCF	-	-			-
Inflation	6	-			6
Program Increases/Decreases	-	-			-
FY 2011 PC&B Program Increases	613	613			613
<b>Subtotal, Adjustment to Base</b>	<b>1,197</b>	<b>613</b>	<b>-</b>	<b>-</b>	<b>1,197</b>
<b>Program Increases/Decreases</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total FY 2011 Request</b>	<b>1,197</b>	<b>613</b>	<b>-</b>	<b>-</b>	<b>620,697</b>

## Explanation of Programmatic Funding for Highway Traffic Safety Grants

<b>Highway Traffic Safety Grants</b>	<b>\$601,000,000</b>
<b>Overview:</b>	
In FY 2011, NHTSA is requesting \$601,000,000 to conduct the agency's Highway Safety Grant programs, as defined below.	
<b>Section 402 State and Community Formula Grants</b>	<b>\$235,000,000</b>
<b>Section 405 Occupant Protection Incentive Grants</b>	<b>\$25,000,000</b>
<b>Section 406 Seat Belt Performance Grants</b>	<b>\$74,500,000</b>
<b>Distracted Driving Prevention Grant</b>	<b>\$50,000,000</b>
<b>Section 408 Safety Information Systems Grants</b>	<b>\$34,500,000</b>
<b>Section 410 Impaired Driving Grants</b>	<b>\$139,000,000</b>
<b>Section 2009 High Visibility Enforcement</b>	<b>\$29,000,000</b>
<b>Section 2010 Motorcycle Safety Grants</b>	<b>\$7,000,000</b>
<b>Section 2011 Child Safety &amp; Child Booster Safety Incentive Grants</b>	<b>\$7,000,000</b>

## Detailed Justification for Highway Traffic Safety Grants

Highway Traffic Safety Grants	FY 2011 Budget: \$601,000,000
<p><b>Overview:</b></p> <p>The Administration is working with Congress to develop a comprehensive approach for surface transportation reauthorization. The Budget displays baseline funding levels for all grant programs, with one exception, the Section 406 grant program would be reduced by \$50,000,000, funding the new Distracted Driving Prevention Grant Program.</p> <p>Highway safety is a major National public health problem: motor vehicle crashes are responsible for 95-percent of deaths and 99-percent of injuries on the Nation's transportation systems. NHTSA's mission is to, <i>"Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity."</i></p> <p>Seat belts are the most effective means of reducing fatalities and serious injuries when traffic crashes occur. Lap and shoulder belts, when used properly, reduce the risk of fatal injury to front seat passenger care occupants by 45 percent, and the risk of moderate-to-critical injury by 50 percent. Over the past decade, those States that have upgraded their seat belt laws to primary enforcement status consistently have experienced substantial increases in belt usage.</p> <p>After achieving steady decreases in the nation's rate of alcohol-impaired driving traffic fatalities for many years, the country has more recently seen that rate hold steady. Partly, this appears due to steadily increasing numbers of alcohol-impaired motorcycle rider fatalities and persistently high rates of alcohol-related deaths among young adults and drivers who cannot legally drink.</p> <ul style="list-style-type: none"> <li>• In FY 2011, NHTSA is requesting \$601,000,000 for the Highway Safety Grant programs, which is unchanged from the FY 2010 funding level. This will provide resources to support data driven, State highway safety programs, and are a critical asset in meeting the Administration's goal of reducing fatalities and injuries on our nation's highways. Recognizing the safety issues related to distracted driving, the Department is proposing a new Distracted Driving Prevention Grant program to be funded by a reduction in the Section 406 program. The new Distracted Driving Prevention Grant program will provide an incentive to States to enact and enforce laws combating distracted driving, and provide resources to support data driven, State highway safety programs.</li> </ul>	
<p><b>FY 2010 Base: \$601,000,000</b></p> <p>The Highway Safety Grant program will provide resources to support data driven, State highway safety programs, and are a critical asset in meeting the Administration's goal of reducing fatalities and injuries on our nation's highways.</p>	

**Anticipated FY 2010 Accomplishments:**

States are implementing increased activities in support of both the occupant protection (Click It or Ticket) and the impaired driving (Over the Limit. Under Arrest.) national campaigns. We will continue to emphasize at-risk populations including nighttime, rural, pick-up truck occupants and young adult vehicle occupants, and move toward sustained enforcement.

Highway Safety Grant programs will provide funds for the production and purchase of media in support of high visibility enforcement seat belt mobilizations and impaired driving crackdowns, to implement projects at the State and local level based on an analysis of the crash data, and focus resources on the areas with the greatest likelihood of reducing traffic injuries and fatalities. These projects will focus on impaired driving, occupant protection, child passenger safety, motorcycle safety, state traffic information systems, speed management and enforcement.

Highlights of anticipated accomplishments include:

- A National media buy will be placed to support the following high visibility enforcement (HVE) periods: “*Click It or Ticket It*” (May/June 2010), and two “*Drunk Driving. Over the Limit. Under Arrest.*” crackdowns (August/September 2010 and December 2010)
- All States, the District of Columbia and Puerto Rico will participate in the National “*Click It or Ticket*” mobilization in 2010 and the “*Drunk Driving. Over the Limit. Under Arrest.*” crackdown in August and September 2010.
- Incentive grants will be awarded to all States and territories that meet the criteria in occupant protection, child passenger safety, impaired driving, state traffic information systems, and motorcycle safety.
- Improvements will be made in the timeliness of entering data in the traffic records systems and in the accuracy of the data entered. More States will migrate from paper systems to automated systems.
- More States will participate in “*Click It or Ticket Next Generation,*” with multiple annual high visibility enforcement mobilizations.
- Over 30 States will expand delivery of motorcyclist safety training.
- Over 25 States will be implementing plans to better ensure proper licensure of motorcyclists.
- Over 500 DWI courts will be in operation in the U.S.
- Continued support for child passenger safety education programs, including the purchasing and distributing of child safety seats and restraints to low-income families.



**FY 2011 Budget: \$601,000,000**

The Highway Safety Grant Programs will continue to provide resources to support data-driven programs focusing on the States' most pressing highway safety problems.

**Section 402 - State and Community Grant Program**

- States will identify and refine consensus performance measures in their highway safety plans and report on their progress in their annual reports.
- States will continue to focus on increasing seat belt and correct child restraint use; combating impaired driving; reducing speeding-related crashes; reducing motorcycle crashes; and other issues based on State data analysis.
- States will build upon the success of *Click It or Ticket* campaigns in increasing seat belt use and enhancing the visibility of seat belt enforcement efforts. States will implement the concept of *Next Generation Click It or Ticket*.
- States will implement high visibility enforcement impaired driving crackdowns and embrace sustained enforcement.
- NHTSA will continue to promote expanded use of ignition interlock technology to address recidivism, to include training for the criminal justice system, including judges, on strategies for implementation.
- NHTSA will encourage States to implement high visibility enforcement of unlawful behaviors that contribute to fatal motorcycle crashes, specifically alcohol-impaired driving and speeding.
- NHTSA will work with States to improve their abilities to collect and analyze crash data to identify priority safety problems in a timely fashion.
- NHTSA will continue to support law enforcement through the law enforcement liaisons and State networks, and support enforcement of all traffic safety countermeasures.

**Section 405 – Occupant Protection Incentive Grants**

- States will use these incentive grants to fund occupant protection countermeasures and programs including: improved seat belt and child safety seat laws; increased enforcement of these laws; and correct child seat usage education programs.

**Section 406 – Seat Belt Performance Grants**

- Additional States will enact primary seat belt laws for all passenger motor vehicles.
- Additional States will receive performance grants and fund a wide variety of behavioral and infrastructure safety programs.

**Distracted Driving Prevention Grant**

- States will enact and enforce laws to prevent distracted driving with a focus on texting bans.
- Provide up to \$5 million grant funds for development and placement of broadcast

and print media to support enforcement of State laws to prevent distracted driving which is focused on reaching those segments of the population most likely to engage in distracted driving behavior.

- Grant funds could be used for any highway safety activity, including police officer enforcement activity, collecting and analyzing relevant data, and developing and conducting education and training programs.

#### **Section 408 – State Traffic Safety Information Systems Improvement Grants**

- States will use these incentive grants to improve traffic safety information systems data that allow State and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes.
- States will use the traffic records data to determine crash trends.
- With improved traffic records systems, States will be able to evaluate the effectiveness of safety program efforts.

#### **Section 410 – Impaired Driving Grants**

- States will support a wide range of impaired driving countermeasures and programs including: sobriety checkpoints and/or saturation patrol programs; alcohol awareness programs that target persons under age 21; prosecution and adjudication outreach programs; BAC Testing; DWI court programs and alcohol rehabilitation; and expanded use of ignition interlock technology.
- The high visibility enforcement impaired driving crackdown will enable the States to continue to implement effective sustained enforcement campaigns that will result in lower alcohol-related fatalities and injuries.
- States will continue their work with DWI courts, support use of ignition interlock technology, and encourage alcohol screening and brief intervention activities to reduce the incidence of impaired driving recidivism.

#### **Section 2009 – High Visibility Enforcement Grants**

- NHTSA will fund one national media buy for the Memorial Day occupant protection mobilization and continue to expand the successful *Click It or Ticket* campaigns to embrace sustained enforcement.
- NHTSA is working with the States to add a second well publicized CIOT mobilization over the Thanksgiving holiday period to promote a more sustained effort at increasing belt use
- NHTSA will continue to work with all States to ensure effective implementation of the high visibility enforcement impaired driving crackdown, to expand their campaigns to embrace sustained enforcement and fund national media buys for two impaired driving crackdowns.
- NHTSA will also continue to promote expanded use of ignition interlocks.
- States will focus on high visibility enforcement of unlawful behaviors that contribute to fatal motorcycle crashes, including alcohol and speed.

- States will identify consensus performance measures in their highway safety plans and report on their progress in their annual reports.

#### **Section 2010 – Motorcyclist Safety Grants**

- States will undertake improvements to motorcyclist safety training curricula and the delivery of motorcycle training in urban and rural areas.
- States will conduct public awareness and other outreach programs to enhance driver awareness of motorcyclists, such as the “share-the-road” safety messages.
- States will identify measures to increase the recruitment or retention of motorcyclist safety training instructors.

#### **Section 2011 – Child Safety and Child Booster Seat Safety Incentive Grants**

- States will continue to purchase and distribute child safety seats and restraints to low-income families.
- States will work with law enforcement to enforce child restraint laws.
- States will train child passenger safety professionals, law enforcement officers, fire and emergency medical personnel, educators, and parents concerning child safety seats and child restraints.
- States will educate the public concerning the proper use and installation of child safety seats and child restraints.

## Detailed Justification for Administrative Expenses

Highway Safety Grant Administrative Expenses		FY 2011 Request: \$19,697,000	
<b>Overview:</b>			
<p>NHTSA is requesting \$126,055,874, in total, for administrative expenses in FY 2011, which will be funded from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of \$6,955,874 over the FY 2010 enacted funding level.</p> <p>For the portion of administrative expenses funded from Highway Traffic Safety Grants, the FY 2011 budget request is \$19,697,000, which is \$1,197,000 above the FY 2010 enacted funding level. NHTSA has realigned shared administrative expenses under Rent, Communications, and Utilities and Other Services to the Highway Safety Account. Administrative expenses shared within the Agency are aligned with the funding targets each year between funds.</p>			
	<b>FY 2010 Enacted</b>	<b>FY 2011 Request</b>	<b>Variance</b>
FTEs /1	82	87	5
Salaries and Benefits /2	\$ 10,411,733	\$ 11,600,876	\$ 1,189,143
Travel /3	\$ 376,875	\$ 378,969	\$ 2,094
Transportation of Things	\$ -	\$ -	\$ -
Rent, Communications, & Utilities /4	\$ 183,892	\$ 185,132	\$ 1,240
Printing and Reproduction	\$ -	\$ -	\$ -
Other Services /5	\$ 7,527,500	\$ 7,532,023	\$ 4,523
Supplies and Materials	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -
Total Administrative Expenses	\$ 18,500,000	\$ 19,697,000	\$ 1,197,000
<b>Notes:</b>			
/1: Increase of FTE to support field operations.			
/2: The increase reflects pay raises (1.4% in 2011) and annualization of pay (2.0% in 2010) plus reaching an FTE level of 87.			
/3: Travel funding does not include TSI Travel, which is funded through program funds.			
/4: Reflects nominal inflation.			
/5: This includes \$1,656,000 for the National Occupant Protection Use Survey (NOPUS); and \$4,967,000 to provide partial funding of the Highway Safety Research and Development program activities.			

## Explanation of Major Funding Changes from FY 2010-2011

<b>Safety Performance (Rulemaking)</b>	<b>\$650,000</b>
<b>Overview:</b>  In FY 2011, NHTSA is requesting \$22,338,000 for safety performance and an increase of \$650,000.	
<b>New Car Assessment Program (NCAP)</b>  In FY 2011, NHTSA is requesting \$12,043,000 for NCAP, which reflects \$1,650,000 increase above the FY 2010 funding level. In FY 2011, NHTSA will complete the transitioning of NCAP from the longstanding crash testing and safety rating criteria to a program that incorporates new tests, rating criteria, test dummies, advanced crash avoidance technologies, and new overall vehicle safety ratings. The program relies heavily on carryover scores (ratings that remain unchanged from year to year) to provide consumers with safety ratings information on a substantial portion of the fleet. Due to the program enhancements to be implemented in FY 2010 beginning with Model year (MY) 2011 vehicles, frontal and side crash ratings from the current NCAP crash programs will not carry over from 2010 MY vehicles to 2011 MY vehicles. Consequently, the percentage of the vehicle fleet rated will be reduced from the anticipated 2010 Model Year level of approximately 86 percent to 0 at the beginning of the MY 2011 program. The increased funds will allow the agency to conduct more tests on model year 2012 vehicles and reach 72 percent level of vehicle fleet coverage.	<b>\$1,650,000</b>
<b>Fuel Economy (CAFE)</b>  In FY 2011, NHTSA requests \$7,900,000 for the Fuel Economy program, which is a decrease of \$1,000,000 from the substantially increased FY 2010 funding level of \$8,900,000. The FY 2011 request will provide funds to fulfill the obligations incurred by the Energy Independence and Security Act of 2007.	<b>(\$1,000,000)</b>
<b>Safety Assurance (Enforcement)</b>	<b>\$48,000</b>
<b>Overview:</b>  In FY 2011, NHTSA is requesting \$18,125,000 for Safety Assurance programs, an increase of \$48,000 above the FY 2010 funding level.	

<b>Odometer Fraud Investigation</b>	<b>\$48,000</b>
In FY 2011, NHTSA is requesting \$200,000 for Odometer Fraud Investigation programs, which is \$48,000 more than the FY 2010 funding level. The additional \$48,000 will provide the Office of Odometer Fraud with its own funds to spend on its case management system, vehicle leases, and specialized criminal law enforcement needs (e.g., updated equipment such as communication devices).	
<b>Research &amp; Analysis: Vehicle Safety</b>	<b>(\$5,100,000)</b>
<b>Overview:</b>	
In FY 2011, NHTSA is requesting \$30,445,000 to conduct Research and Analysis programs, a decrease of \$5,100,000 from FY 2010 funding as defined below.	
<b>FARS / NASS</b>	<b>(\$1,600,000)</b>
In FY 2011, NHTSA is realigning \$1,600,000 to Highway Safety Research and Development for FARS and NASS.	
<b>Alternative Fuel Vehicle Safety</b>	<b>(\$3,500,000)</b>
In FY 2011, NHTSA is requesting \$1,000,000 for Hydrogen Fuel Cell, Alternative Fuel Vehicle Safety, and Battery Safety Research, which is a decrease of \$3,500,000 from the FY 2010 funding level of \$4,500,000. The requested FY 2011 level of \$1,000,000 is consistent with the FY 2010 request.	
<b>Highway Safety Research and Development</b>	<b>\$239,000</b>
<b>Overview:</b>	
In FY 2011, NHTSA is requesting \$44,848,000 for Highway Safety Research and Development programs, which is an increase of \$239,000 above the FY 2010 funding level. This increase reflects a standard inflationary increase for some programs and expansion of the NEMSIS program participation by states.	
<b>NEMSIS</b>	<b>\$313,000</b>
In FY 2011, NHTSA is requesting \$1,813,000 for the National Emergency Medical Services Information System (NEMSIS), an increase of \$313,000 above the FY 2010 funding level. This will allow NHTSA to increase the NEMSIS technical assistance center to accommodate an increase in the number of states participating in NEMSIS. Additionally, these funds will enable the National Center for Statistics and Analysis to oversee the National EMS Database, and provide reporting, analysis, and integration with traffic records.	

<b>Research and Analysis</b>	<b>\$1,229,000</b>
<p><b>Overview:</b></p> <p>In FY 2011, NHTSA is requesting \$29,737,000 for Research and Analysis programs operated through NHTSA's National Center for Statistics and Analysis, which is a \$1,229,000 increase above the FY 2010 funding level. Funding at this level reflects a necessary inflationary increase to several programs to maintain the data collection and analysis activities.</p>	
<p><b>Fatality Analysis Reporting System (FARS/FastFARS)</b></p> <p>In FY 2011, NHTSA is requesting \$8,725,000, which reflects a net \$253,000 increase above the FY 2010 funding level. This will provide for the timely collection of FARS data from the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands, serving as the basis of the majority of NHTSA's data-driven program initiatives. (In FY 2010, \$1,300,000 was funded under Vehicle Safety, and is realigned to Highway Safety Research and Development.)</p>	\$253,000
<p><b>FARS / NASS</b></p> <p>In FY 2011, NHTSA is realigning \$1,600,000 from Vehicle Safety Research for FARS and NASS.</p>	\$1,600,000
<p><b>National Automotive Sampling System (NASS)</b></p> <p>In FY 2011, NHTSA is requesting \$12,906,000 for the NASS program, which reflects a net \$376,000 increase above the FY 2010 funding level. This will allow the agency to collect detailed data for the Crashworthiness Data System (CDS) at 24 crash investigation sites, as well as to collect and encode police report data for the General Estimates System (GES) from 60 crash research sites. The agency will continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes. (In FY 2010, \$300,000 was funded under Vehicle Safety, and is realigned to Highway Safety Research and Development.)</p>	\$376,000
<p><b>Special Crash Investigation</b></p> <p>NHTSA is requesting \$1,800,000, which is an increase of \$100,000 above the FY 2010 funding levels. Funding at this level is required to maintain the current level of operations for this program, allowing the agency to maintain 180 special crash investigations.</p>	\$100,000

<b>Data Analysis Program</b>	<b>\$500,000</b>
<p>NHTSA is requesting \$2,166,000, which is an increase of \$500,000 above the FY 2010 funding levels. FY 2011 funding will allow the agency to purchase 2011 R.L. Polk data on motor vehicle registration, provide and maintain comprehensive web reporting of motor vehicle crash data at the state level, and provide data and analytical support and expertise to the new Data Driven Approach to Traffic Safety (DDATS) highway safety initiative.</p>	
<b>National Driver Register</b>	<b>(\$650,000)</b>
<p><b>Overview:</b></p> <p>NHTSA is requesting \$6,700,000, which reflects a net decrease of \$650,000 for the modernization program and includes standard inflationary increases for administrative expenses. Funding will enable the NDR to finish implementing the modernization of the Problem Driver Pointer System (PDPS).</p>	
<b>Administrative Expenses</b>	<b>\$6,955,875</b>
<p><b>Overview:</b></p> <p>NHTSA is requesting \$126,055,874, in total, for administrative expenses in FY 2011, which will be funded from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of \$6,955,875 over the FY 2010 funding level, and reflects 0.5% for inflation, and an increase of 33 FTE to support program activities.</p>	



# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH GENERAL FUND - APPROPRIATIONS

Fiscal Year	Estimates		Fiscal Year	Appropriations
2001	\$0		2001	\$116,876,000
2002	\$122,000,000		2002	\$127,780,000
2003	\$130,881,508		2003	\$138,288,000
2004	\$126,058,000		2004	\$0
2005	\$139,300,000		2005	\$0
2006	\$0		2006	\$0
2007	\$0		2007	\$0
2008	\$0		2008	\$126,572,000
2009	\$0		2009	\$127,000,000
2010	\$0		2010	\$140,427,000

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH HIGHWAY TRUST FUND - APPROPRIATIONS

Fiscal Year	Estimates		Fiscal Year	Appropriations
2001	\$142,475,000		2001	\$0
2002	\$0		2002	\$0
2003	\$0		2003	\$0
2004	\$0		2004	\$0
2005	\$0		2005	\$0
2006	\$0		2006	\$0
2007	\$0		2007	\$0
2008	\$0		2008	\$0
2009	\$0		2009	\$0
2010	\$0		2010	\$0

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH HIGHWAY TRUST FUNDS - TRANSFERS FROM FHWA

Fiscal Year	Estimates		Fiscal Year	Transfers Authorized
2001	\$0		2001	\$0
2002	\$0		2002	\$0
2003	\$0		2003	\$0
2004	\$0		2004	\$150,545,000
2005	\$0		2005	\$157,386,000
2006	\$0		2006	\$121,232,430
2007	\$0		2007	\$121,232,430
2008	\$0		2008	\$0
2009	\$0		2009	\$0
2010	\$0		2010	\$0

Note: Funds for FY 2004 were provided via an allocation account, not a transfer.

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY OPERATIONS AND RESEARCH HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

### Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Limitations
2001	\$142,000,000		2001	\$72,000,000
2002	\$72,000,000		2002	\$72,000,000
2003	\$72,000,000		2003	\$72,000,000
2004	\$88,452,000		2004	\$72,000,000
2005	\$90,000,000		2005	\$72,000,000
2006	\$227,367,000		2006	\$108,900,000
2007	\$227,250,000		2007	\$107,750,000
2008	\$229,750,000		2008	\$107,750,000
2009	\$232,500,000		2009	\$105,500,000
2010	\$237,103,000		2010	\$105,500,000

### Liquidation of Contract Authorization

Fiscal Year	Estimates		Fiscal Year	Appropriations
2001	\$142,000,000		2001	\$72,000,000
2002	\$72,000,000		2002	\$72,000,000
2003	\$72,000,000		2003	\$72,000,000
2004	\$88,452,000		2004	\$72,000,000
2005	\$90,000,000		2005	\$72,000,000
2006	\$227,367,000		2006	\$108,900,000
2007	\$227,250,000		2007	\$107,750,000
2008	\$229,750,000		2008	\$107,750,000
2009	\$232,500,000		2009	\$105,500,000
2010	\$237,103,000		2010	\$105,500,000

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY

### NATIONAL DRIVER REGISTER HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

#### Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Obligation Limitation
2001	\$0		2001	\$0
2002	\$0		2002	\$0
2003	\$0		2003	\$0
2004	\$0		2004	\$0
2005	\$4,000,000		2005	\$3,600,000
2006	\$4,000,000		2006	\$3,960,000
2007	\$4,000,000		2007	\$4,000,000
2008	\$4,000,000		2008	\$4,000,000
2009	\$4,000,000		2009	\$4,000,000
2010	\$4,078,000		2010	\$4,000,000

#### Liquidation of Contract Authorization

Fiscal Year	Estimates		Fiscal Year	Appropriations
2001	\$0		2001	\$0
2002	\$0		2002	\$0
2003	\$0		2003	\$0
2004	\$0		2004	\$0
2005	\$4,000,000		2005	\$3,600,000
2006	\$4,000,000		2006	\$3,960,000
2007	\$4,000,000		2007	\$4,000,000
2008	\$4,000,000		2008	\$4,000,000
2009	\$4,000,000		2009	\$4,000,000
2010	\$4,078,000		2010	\$4,000,000

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY

### NATIONAL DRIVER REGISTER HIGHWAY TRUST FUNDS - APPROPRIATIONS

Fiscal Year	Estimates		Fiscal Year	Appropriations
2001	\$2,000,000		2001	\$2,000,000
2002	\$2,000,000		2002	\$2,000,000
2003	\$2,000,000		2003	\$2,000,000
2004	\$3,600,000		2004	\$3,600,000
2005	\$0		2005	\$0
2006	\$0		2006	\$0
2007	\$0		2007	\$0
2008	\$0		2008	\$0
2009	\$0		2009	\$0
2010	\$0		2010	\$3,350,000

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## TEN YEAR APPROPRIATIONS HISTORY

### HIGHWAY TRAFFIC SAFETY GRANTS HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

#### Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Obligation Limitation
2001	\$213,000,000		2001	\$213,000,000
2002	\$223,000,000		2002	\$223,000,000
2003	\$225,000,000		2003	\$225,000,000
2004	\$447,000,000		2004	\$225,000,000
2005	\$456,000,000		2005	\$225,000,000
2006	\$465,000,000		2006	\$572,394,240
2007	\$583,750,000		2007	\$587,750,000
2008	\$599,250,000		2008	\$599,250,000
2009	\$619,500,000		2009	\$619,500,000
2010	\$626,047,000		2010	\$619,500,000

#### Liquidation of Contract Authorization

Fiscal Year	Appropriation		Fiscal Year	Obligation Limitation
2001	\$213,000,000		2001	\$213,000,000
2002	\$223,000,000		2002	\$223,000,000
2003	\$225,000,000		2003	\$225,000,000
2004	\$447,000,000		2004	\$225,000,000
2005	\$456,000,000		2005	\$225,000,000
2006	\$465,000,000		2006	\$572,394,240
2007	\$583,750,000		2007	\$587,750,000
2008	\$599,250,000		2008	\$599,250,000
2009	\$619,500,000		2009	\$619,500,000
2010	\$626,047,000		2009	\$619,500,000

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## **PERFORMANCE OVERVIEW**

### **A Note About DOT's Strategic Goals**

The performance sections of the FY 2011 budget submissions align with the current FY 2006-2011 DOT strategic plan. DOT will release a new strategic plan in FY 2010 that will detail the Department's new priorities and areas of emphasis. DOT expects the performance sections of the FY 2012 budget submission will be aligned to this new strategic plan.

### **Recent performance**

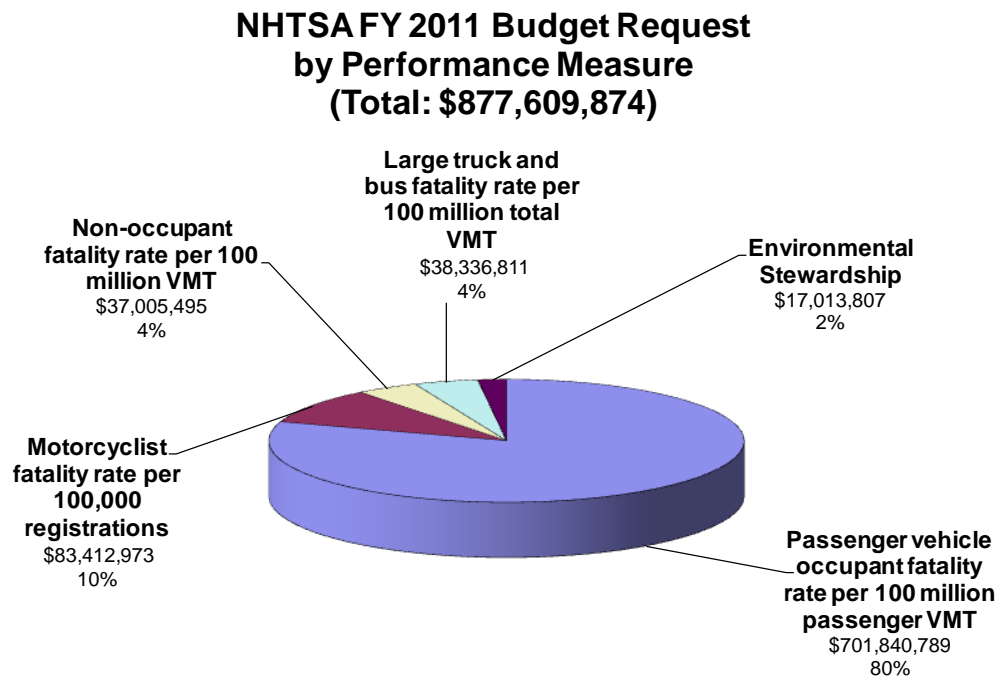
The National Highway Traffic Safety Administration (NHTSA) focuses on its mission to improve transportation safety by reducing the number and severity of traffic crashes and the associated fatalities and injuries. Our nation's roadways must provide a safe and efficient lifeline to our economy and our way of life for our diverse and growing population, while protecting our environment for our children. For these important and disparate reasons, the agency is examining new and innovative programs to best serve all road users.

During the early days of NHTSA, efforts concentrated on improving the ability of automobiles to withstand the forces of a crash and protect occupants in the event of a crash. More recent efforts have added behavioral countermeasures that both increase the survivability of crashes – such as programs to increase seat belt use – as well as reduce the chance of crashes from occurring in the first place – such as campaigns to reduce impaired driving. With this combination of vehicle and behavioral countermeasures, NHTSA has been instrumental in reducing injuries and fatalities to the lowest levels on record.

As successful as these activities have proven, even one fatality is too many. In 2008 37,261 individuals lost their lives in traffic crashes. Crash avoidance programs provide opportunities to save lives and reduce injuries by preventing crashes in the first place, as well as reduce the property damage and traffic congestion that are the inevitable result of most crashes. Current priority programs are boldly searching for ways to continue to decrease injuries and fatalities. These programs focus on the use of advanced vehicle technologies (such as systems that increase the ability of vehicles themselves to avoid or reduce the severity of crashes or that detect risky driver or passenger behavior) and the development of effective countermeasures that effect large and vulnerable populations, such as children and older road users. Additionally, the agency is looking at ways to reduce the environmental impact of vehicles, and the safety of vehicles that use alternative fuels and power sources.

## **FY 2011 request**

Keeping people safe on America's roadways is the core of NHTSA's mission, a goal shared by its many local, State, and national partners. In Fiscal Year 2011, the agency is requesting \$877.6 million, an increase of \$4.8 million above the \$872.8 million FY 2010 funding level, to conduct vehicle research and rulemaking, as well as to develop and implement data-driven, workable, and self-sustaining local highway safety programs that reduce highway injuries and fatalities. To accomplish these reductions, NHTSA provides grants to States and local communities, supports research, demonstrations and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs.

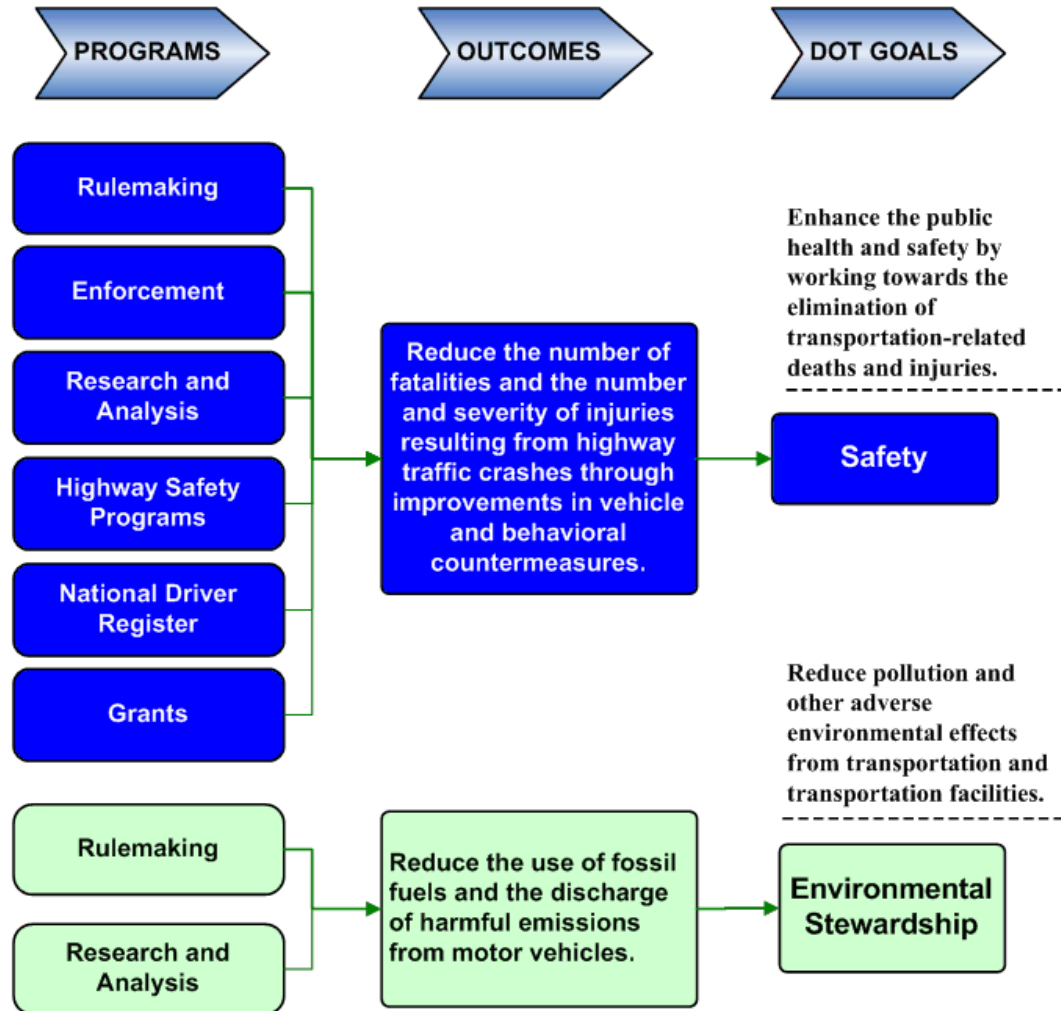


## Mission

Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity.



## Performance Framework



**EXHIBIT IV-1**

**FY 2011 BUDGET REQUEST BY STRATEGIC GOAL AND PERFORMANCE GOAL  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
Appropriations, Obligation Limitations, & Exempt Obligations  
(\$000)**

	(A)	(B)	(C)	(C)
<b>PERFORMANCE GOALS/MEASURES by PROGRAM ACTIVITIES</b>	<b>FY 2009 ENACTED *</b>	<b>FY 2010 ENACTED *</b>	<b>FY 2011 REQUEST*</b>	<b>VARIANCE FROM FY 2010</b>
<b>1. SAFETY STRATEGIC GOAL</b>				
<b>A. <u>Highway Safety</u></b>				
a. Passenger vehicle occupant fatality rate per 100 million passenger vehicle-miles traveled.				
Subtotal: Performance Goal	684,559	693,476	701,841	8,365
FTE	471	489	517	28
b. Motorcycle rider fatality rate per 100,000 registrations.				
Subtotal: Performance Goal	81,359	82,954	83,413	459
FTE	35	36	38	2
c. Large truck and bus fatality rate per 100 million total vehicle-miles				
Subtotal: Performance Goal	36,094	36,801	37,005	204
FTE	31	32	34	2
d. Non-occupant fatality rate per 100 million vehicle-miles traveled.				
Subtotal: Performance Goal	37,393	38,126	38,337	211
FTE	26	27	29	2
<b>Subtotal: Performance Goal</b>	<b>839,405</b>	<b>851,357</b>	<b>860,596</b>	<b>9,239</b>
<b>FTE</b>	<b>563</b>	<b>584</b>	<b>618</b>	<b>34</b>
<b>4. ENVIRONMENTAL STEWARDSHIP STRATEGIC GOAL</b>				
<b>A. <u>Reduction in Pollution</u></b>				
a. other				
Subtotal: Performance Goal	16,595	21,420	17,014	(4,406)
FTE	30	33	32	(1)
 <b>Consumers Assistance to Recycle         and Save (CARS) Act of June 2009</b>	 3,000,000			
FTE	15	15		(15)
<b>GRAND TOTAL</b>	<b>3,856,000</b>	<b>872,777</b>	<b>877,610</b>	<b>4,833</b>
<b>FTE</b>	<b>608</b>	<b>632</b>	<b>650</b>	<b>18</b>
<b>5. ORGANIZATIONAL EXCELLENCE STRATEGIC GOAL **</b>				
<b>A. <u>Organizational Leadership</u></b>				
a. other				
Subtotal: Performance Goal	5,000	5,000	5,000	0
FTE	4	4	4	0

\* All budget figures have been adjusted based on an analysis of funding expenditures and FTE done for the FY 2011 budget.

\*\* Organizational Excellence funding is incorporated into Administrative Operating Expenses and equitably distributed among all budget lines.

**EXHIBIT IV-2**  
**PERFORMANCE MEASURES**  
**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**Annual Performance Results and Targets**

The National Highway Traffic Safety Administration (NHTSA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's Strategic Plan. NHTSA tracks the following DOT level performance measures to demonstrate program results:

**DOT High Priority Performance Goal: Safety<sup>1</sup>**

Rate of highway fatalities per 100 M VMT. <i>Shared Measure with FHWA and FMCSA.</i>						
	2006	2007	2008	2009	2010	2011
Target	1.38	1.38	1.37	1.35	1.30	1.13-1.16
Actual	1.42r	1.36r	1.25	TBD		

**DOT Strategic Goal: Safety**

**DOT Accountability Measures**

Rate of passenger vehicle occupant fatalities per 100 M passenger VMT.						
	2006	2007	2008	2009	2010	2011
Target	1.12	1.11r	1.06	1.02	0.99	0.96
Projection *			1.03 <sup>2</sup>	0.98-1.04 <sup>3</sup>		
Actual	1.11r	1.04r				

\* Projections are based on 5-year historical trend data.

r = data revised since previous release.

<sup>1</sup> For FY 2011, DOT identified this measure as a High Priority Performance Goal and set a new target to reduce the rate of highway fatalities to 1.13 – 1.16 fatalities per 100 million vehicle miles traveled (VMT) by the end of FY 2011. The FY 2010 rate is 1.3 fatalities per 100 million VMT. However, DOT may revise and further refine its goal in the future based on findings from its new research.

<sup>2</sup> Actual calendar year (CY) 2008 fatality rate data available upon FHWA release of VMT and motorcycle registrations.

<sup>3</sup> Actual CY 2009 fatality numbers available December 2010, with fatality rate data available upon FHWA release of VMT and motorcycle registrations.

Rate of motorcyclist highway fatalities per 100,000 motorcycle registrations.						
	2006	2007	2008	2009	2010	2011
Target	75	76	76	77	78	79
Projection *			71.30 <sup>2</sup>	73.75 – 74.96 <sup>3</sup>		
Actual	72.42r	72.48r				

Rate of large truck and bus fatalities per 100 M VMT. <sup>4</sup>						
	2006	2007	2008	2009	2010	2011
Target	0.179	0.175	0.171	0.167	0.164	0.160
Projection *			0.155 <sup>2</sup>	0.140 – 0.154 <sup>3</sup>		
Actual	0.177r	0.169r				

Rate of non-occupant fatalities per 100 M VMT. <sup>5</sup>						
	2006	2007	2008	2009	2010	2011
Target	0.16	0.15	0.19	0.19	0.19	0.18
Projection *				0.18 - 0.19 <sup>3</sup>		
Actual	0.19	0.18	0.18 r			

\* Projections are based on 5-year historical trend data  
r = data revised since previous release.

### NHTSA Safety Intermediate Outcome Measures

Rate of .08+ BAC impaired driving fatalities per 100 M VMT.						
	2006	2007	2008	2009	2010	2011
Target <sup>6</sup>	NA	NA	NA	NA	NA	0.39
Actual	0.45	0.43	0.40			

<sup>4</sup> Re-baselined starting in 2008 to include non-occupant fatalities in crashes involving a large truck and/or motor-coach, and to use total VMT in calculating rate, rather than truck VMT.

<sup>5</sup> Re-baselined starting in 2008 when measure became a DOT sub-metric.

<sup>6</sup> Re-baselined starting in 2011 to focus attention concerning the seriousness of impaired drivers (vehicle operators and motorcycle riders) at this BAC level despite the existence of “per se” legislation in every State. In recent years, NHTSA’s reports include all alcohol-related fatalities (fatalities involving non-occupants (such as pedestrians and bicyclists), as well as impaired drivers and non-occupants). NHTSA will continue to track other alcohol-related fatalities involving non-occupants.

Percentage of front seat occupants using shoulder harness seat belts.						
	2006	2007	2008	2009	2010	2011
Target	82	83	84	85	86	87
Actual	81	82	83	84		

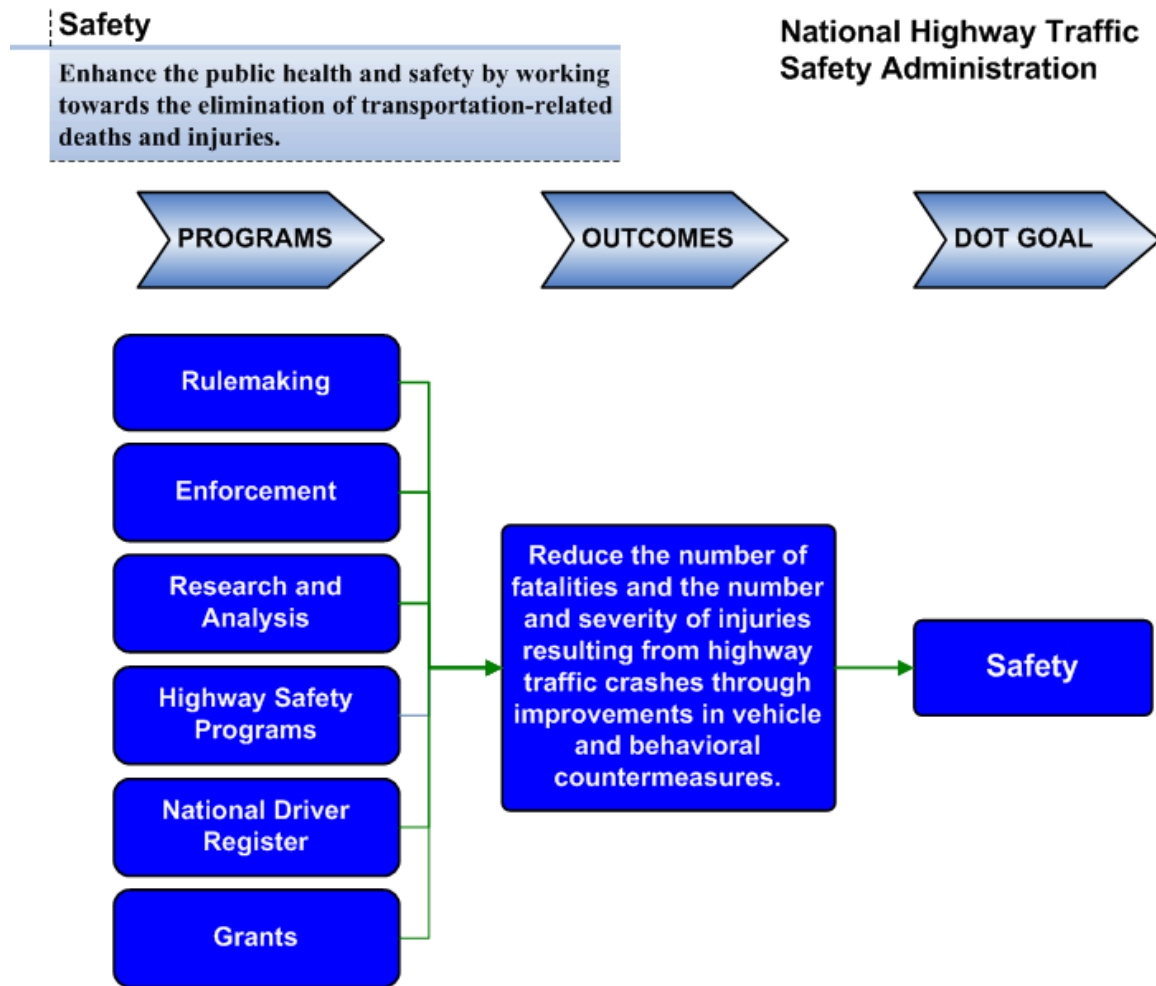
Percentage of restraint use among 0 through 7 year olds.						
	2006	2007	2008	2009	2010	2011
Target	92	89	90	90	91	90
Actual	84	89	87			

Percentage of improperly licensed motorcycle operators killed in fatal crashes.						
	2006	2007	2008	2009	2010	2011
Target	23.5	23	22.5	22	21.5	21
Actual	26	26				

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## STRATEGIC GOAL: SAFETY



### Performance Overview

#### Recent Performance

The National Highway Traffic Safety Administration focuses on its mission to improve transportation safety by reducing the number and severity of traffic crashes and the associated fatalities and injuries. During the early days of NHTSA, efforts were concentrated on improving the ability of automobiles to withstand the forces of a crash and protect occupants in the event of a crash.

More recent efforts have added behavioral countermeasures that both increase the survivability of crashes – such as programs to increase seat belt use – as well as reduce the chance of crashes from occurring in the first place – such as campaigns to reduce impaired driving. With this combination of vehicle and behavioral countermeasures, NHTSA has been instrumental in reducing injuries and fatalities to the lowest levels on record. As successful as these activities have proven, even one fatality is too many. In 2008, 37,261 individuals lost their lives in traffic crashes.

### **FY 2011 Request**

Keeping people safe on America's roadways is the core of NHTSA's mission, a goal shared by its many local, State, and national partners. In Fiscal Year 2011, the agency is requesting \$860.6 million in support of the Safety goal, an increase of \$4.7 million above the \$855.9 million FY 2010 funding level, to conduct vehicle research and rulemaking, as well as to develop and implement data-driven, workable, and self-sustaining local highway safety programs that reduce highway injuries and fatalities. To accomplish these reductions, NHTSA provides grants to States and local communities, supports research, demonstrations and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs.

The agency is examining new and innovative programs to best serve all road users. Crash avoidance programs provide opportunities to save lives and reduce injuries by preventing crashes in the first place, as well as reduce the property damage and traffic congestion that are the inevitable result of most crashes. Current priority programs are boldly searching for ways to continue to decrease injuries and fatalities. These programs focus on the use of advanced vehicle technologies (such as systems that increase the ability of vehicles themselves to avoid or reduce the severity of crashes or that detect risky driver or passenger behavior) and the development of effective countermeasures that effect large and vulnerable populations, such as children and older road users.

### EXHIBIT IV-3A: SAFETY: RULEMAKING

SAFETY: Reduce highway traffic fatalities.			
Program	Rulemaking	Inputs (Resources)	
Purpose:	Save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.	(\$ M)	FTE*
Customers and Beneficiaries	Develop safety ratings for public use in making vehicle purchase decisions. Develop safety-related direction and guidance in support of the development and sale of safer vehicles, technological crash avoidance and mitigation, and provide assurance to safety advocates and the public at large that highways are safer.	27	68
Activities (Products and Services)	Achievements and Outputs	Planned Outcomes	
<ul style="list-style-type: none"> <li>• Via NCAP, provide consumers with child restraint information (including child seat and vehicle matchups and Ease of Use ratings) through <a href="http://www.safercars.gov">www.safercars.gov</a>, in agency publications, and at the point of sale.</li> <li>• Identify and evaluate new advanced technologies for possible inclusion in the new crash avoidance advanced technologies information program.</li> <li>• Develop Notices of Proposed Rulemakings (NPRMs) to upgrade evaluation of child safety restraints in frontal/side impacts and to incorporate new child side impact dummy.</li> <li>• Conduct frontal, side and rollover tests to provide ratings for the enhanced New Car Assessment Program (NCAP), the Government 5-Star Safety Ratings Program.</li> <li>• Develop tire aging requirements for light vehicle tires.</li> <li>• Continue the evaluation and characterization of occupant protection for Wheelchair-Seated Occupants.</li> <li>• Support efforts to reduce the motorcycle fatality rate.</li> <li>• Evaluate potential hazards to children in and around vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide consumers with vehicle safety ratings, information on new crash avoidance technologies and child restraints (at <a href="http://www.safercar.gov">www.safercar.gov</a>, in agency publications, and at the point of sale).</li> <li>• Issue final rules:               <ul style="list-style-type: none"> <li>○ Use of the Hybrid III 10-year-old dummy for evaluating child restraints and booster seats in FMVSS No. 213.</li> <li>○ Lap/shoulder belts on motor-coaches.</li> <li>○ Hazards to children.</li> </ul> </li> <li>• Issue NPRMs for:               <ul style="list-style-type: none"> <li>○ New tire aging requirements for light vehicle tires.</li> <li>○ Antilock Braking Systems on motorcycles.</li> <li>○ Roof strength/rollover protection for motor-coaches.</li> </ul> </li> <li>• Perform regulatory reviews on side impact protection, brake hoses, retreaded pneumatic tires and new pneumatic radial tires for light vehicles.</li> <li>• Conduct approximately 180 crash tests.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce the rate of traffic fatalities among all road users (passenger vehicles, motorcyclists, large trucks and buses, and non-occupants).</li> <li>• Promote the improvement of the crashworthiness and crash avoidance capabilities of vehicles through the issuance of NPRMs and Final Rules and through the New Car Assessment Program.</li> <li>• Evaluate the costs, effectiveness, and functional performance of advanced crash avoidance technologies for passenger vehicles and heavy trucks.</li> <li>• Improve the ability of light vehicle tires to withstand the effects of rubber degradation over time.</li> <li>• Reduce the incidence of child injury and death occurring inside and outside of light motor vehicles.</li> </ul>	

\* FTEs based on requested levels.

## **SAFETY: Rulemaking**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce injuries by preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by occupants and non-occupants. NHTSA issues Federal motor vehicle safety standards and related safety equipment to support the development and sale of safer vehicles and technological crash avoidance and mitigation, and works with other countries for the international harmonization of vehicle safety standards. Rulemaking also develops consumer information as part of the agency's 5-Star Safety Ratings, which help the public make vehicle purchase decisions. NHTSA provides assurance to safety advocates and the public at large that highways are safer, and works with other countries for the international harmonization of vehicle safety standards.

### ***FY 2009 Program Results***

In FY 2009, NHTSA started to develop communication tools and the roll out plan to educate consumers about the enhancements being made to the New Car Assessment Program (NCAP) crash test program and the new crash avoidance program that will be applied beginning with Model Year (MY) 2011 vehicles. To enhance occupant safety in rollover crashes, the agency updated requirements for roof strength and issued preliminary performance recommendations for ejection mitigations. Additionally, NHTSA initiated the development of several non-intrusive, vehicle-based, alcohol detection technologies that will be selected based on technical risk and potential effectiveness.

### ***FY 2010 Program Projected Results***

NHTSA will provide consumers with easy to use comparative vehicle safety and child seat ratings under a new NCAP rating system for MY 2011 vehicles, the Government 5-Star Safety Rating Program. The agency will complete the advanced technology crash avoidance research on newly emerging technologies and the data collection for a field operational test of Integrated Vehicle-Based Safety Systems. NHTSA will conduct regulatory review assessments on rear impact guards and protection, theft protection and rollaway prevention, and perform approximately 150 crash tests.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$27.0M to reduce transportation-related fatalities and injuries, which reflects an increase in program funding of \$1.7M over the FY 2010 funding level. These resources include direct expenditure on contracted services and provide funds for 68 FTE positions and program activities. Administrative expenses (\$12.6M) reflect a nominal inflation rate.

### ***2011 Program Activity***

In FY 2011, NHTSA will continue to develop and issue Notices of Proposed Rulemakings (NPRMs) to improve vehicle safety through NCAP, new crash avoidance advanced technologies, child safety restraints and tire aging. Via NCAP, NHTSA will provide consumers with child restraint safety and performance information through the [www.safercars.gov](http://www.safercars.gov) website, in agency publications and at the point of sale.

### ***2011 Program Achievements***

In FY 2011, NHTSA will issue an NPRM on tire aging requirements for light vehicle tires, and complete crash worthiness and crash avoidance compliance testing. The agency will complete research into, and development of, performance testing and evaluation guidelines for crash avoidance technologies and vehicle systems and components, to improve the safety of the vehicle fleet. We will perform regulatory review assessments on side impact protection, brake hoses, retreated pneumatic tires and new pneumatic radial tires for light vehicles.

### ***2011 Program Outputs***

NHTSA will provide consumers with vehicle safety ratings, child restraint information and information on new crash avoidance technologies ([www.safercar.gov](http://www.safercar.gov)).

### ***2011 Program Outcomes***

During FY 2011, NHTSA will promote safer cars by improving the crashworthiness and crash avoidance capabilities of vehicles through NCAP and issuing NPRMs and Final Rules. The agency also complete cost analyses and evaluate existing traffic safety programs and vehicles, and new advanced crash avoidance technologies for passenger vehicles.

### ***Program Contribution to DOT Goal***

NHTSA's programs that reduce the number and severity of crashes directly work towards the DOT goal to reduce the highway traffic fatality rate to between 1.13 and 1.16 per 100 million vehicle miles traveled by 2011.

### EXHIBIT IV-3B: SAFETY: ENFORCEMENT

SAFETY: Reduce highway traffic fatalities.			
Program	Enforcement	Inputs (Resources)	
Purpose:	Save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.	(\$ M)	FTE*
Customers and Beneficiaries	To promote safer vehicles for public use, ensure industry compliance with motor vehicle safety standards, investigate safety-related defects in motor vehicles and motor vehicle equipment, and ensure that manufacturers conduct recalls removing unsafe motor vehicles and equipment from the highways. Deter future odometer law violations to save consumers millions of dollars in maintenance and repair costs and better enable purchasers of used cars to keep vehicles safe and roadworthy.	34	162
Activities (Products and Services)	Achievements and Outputs	Planned Outcomes	
<ul style="list-style-type: none"> <li>Promote reporting of safety defects through the vehicle safety hotline and <a href="http://www.safercar.gov">www.safercar.gov</a> website.</li> <li>Perform tech refresh of the Advanced Retrieval, Tire, Equipment, Motor Vehicles Information System (ARTEMIS) for enhanced usability by inspectors and public.</li> <li>Respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls and complaints are current.</li> <li>Enforce the Federal odometer law, and encourage enforcement of State odometer laws.</li> </ul>	<ul style="list-style-type: none"> <li>Complete critical vehicle crashworthiness and crash avoidance compliance testing by Sep 2011 (light vehicle tires, ESC, roof crush, side impact, ejection mitigation).</li> <li>Increase compliance testing of imported goods and enforcement actions on non-compliant imported goods.</li> <li>Complete critical equipment compliance testing of child safety seats by September 2011.</li> <li>Maintain the average time to complete defect investigations at 8 months.</li> </ul>	<ul style="list-style-type: none"> <li>Enhance regulations on identification of foreign manufacturers and recordkeeping by importers overseeing quality controls to ensure necessary safety recalls are conducted.</li> <li>Ensure strong oversight of Early Warning Reporting (EWR) system, EWR analysis, outreach and compliance by federalizing currently contracted functions.</li> <li>Reduce the number of fatalities and the number and severity of injuries resulting from highway traffic crashes involving non-occupants (i.e. pedestrians, bicyclists, etc.).</li> </ul>	

\* FTEs based on requested levels.

## **SAFETY: ENFORCEMENT**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce injuries by preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by occupants and non-occupants. Enforcement programs support DOT Safety goals by ensuring industry compliance with motor vehicle safety standards, investigating safety-related defects in motor vehicles and motor vehicle equipment, enforcing the Federal odometer law, encouraging enforcement of State odometer laws, and by ensuring that manufacturers conduct recalls to remove unsafe motor vehicles and equipment from the highways.

### ***FY 2009 Program Results***

In FY 2009, demonstrated a new model of targeted law enforcement that relies more extensively on local crime and traffic statistics. NHTSA delivered webinars and hosted meetings to coordinate efforts of Traffic Safety Resource Prosecutors, Fellows, and Judicial Outreach Liaisons and deliver training, education and technical assistance to criminal justice professionals, focusing on ignition interlocks and effective court, sentencing, and supervision practices.

### ***FY 2010 Program Projected Results***

NHTSA will pursue defect investigations based on consumer complaints, early warning reporting (EWR) data, and other data, and conduct research and testing when necessary to support these investigations. The agency will upgrade the public's access to safety information related to recalls by incorporating additional features into the Advanced Retrieval Tire Equipment Motor (Vehicles) Information System (ARTEMIS), such as digital signatures and automated data transfer to National Archives and Records Administration (NARA) that will streamline processes and speed public access. In addition, we will complete development and demonstration of new test procedures for roof crush and for occupant restraints for motor-coaches to support new or revised standards on those subjects and registered importer applications and vehicle importation eligibility petitions in a timely manner. NHTSA will continue to enforce imported motor vehicle equipment compliance and the Federal odometer law, administer the cooperative agreements with States, and provide consumers information on odometer fraud and their rights if they have been victimized by such fraud.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$33.6M to reduce transportation-related fatalities and injuries, which reflects an increase in program funding of \$48K over the FY 2010 funding level to implement improvements to the Odometer Fraud Investigations program and reflects a standard inflationary increase. These resources include direct expenditure on contracted services, and provide funds for 162 FTE positions and program activities.

Administrative expenses (\$15.7M) include both an increase of 10 FTEs and reflect a nominal inflation rate.

### ***2011 Program Activity***

In FY 2011, NHTSA will promote the reporting of vehicle safety defects through the vehicle safety hotline and [www.safercar.gov](http://www.safercar.gov) website, and continue enforcement of CAFE regulations. The agency will perform the technology refresh for the Advanced Retrieval, Tire, Equipment, Motor vehicles Information System (ARTEMIS) to improve usability by inspectors and the public.

### ***2011 Program Achievements***

In FY 2011, NHTSA will complete critical crash worthiness and crash avoidance compliance testing for several new or substantially revised standards, and increase compliance testing of imported goods and enforcement actions on non-compliant imported goods. The agency will complete research into, and development of, performance testing and evaluation guidelines for crash avoidance technologies and vehicle systems and components (including child safety seats), to improve the safety of the vehicle fleet.

### ***2011 Program Outputs***

NHTSA will provide consumers with vehicle safety ratings, child restraint information and information on new crash avoidance technologies ([www.safercar.gov](http://www.safercar.gov)). The agency will complete defect investigations to ensure the timely recall of defective vehicles and vehicle components.

### ***2011 Program Outcomes***

The agency will deter future odometer law violations to save consumers millions of dollars in maintenance and repair costs, and better enable purchasers of used cars to keep vehicles safe and roadworthy. NHTSA will promote safer vehicles by enhancing regulations on identification of foreign manufacturers and recordkeeping by importers overseeing quality controls to ensure necessary safety recalls are conducted and by ensuring strong oversight of the Early Warning Reporting (EWR) system.

### ***Program Contribution to DOT Goal***

NHTSA's programs that reduce the number and severity of crashes directly work towards the DOT goal to reduce the highway traffic fatality rate to between 1.13 and 1.16 per 100 million vehicle miles traveled by 2011.



### EXHIBIT IV-3C: SAFETY: RESEARCH AND ANALYSIS

SAFETY: Reduce highway traffic fatalities.			
Program	Research and Analysis	Inputs (Resources)	
Purpose:	Save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.	(\$ M)	FTE*
Customers and Beneficiaries	Promote the development of safer vehicles for public use through motor vehicle safety research and development. Research activities continue to concentrate on advanced vehicle safety technology, improving vehicle crashworthiness and crash avoidance, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems	55	100
Activities (Products and Services)	Achievements and Outputs	Planned Outcomes	
<ul style="list-style-type: none"> <li>Continue/expand biomechanical research programs to identify and analyze critical safety issues and accelerate identification of emerging safety issues.</li> <li>Continue research of alcohol impairment and detection technologies, driver behavior adaptation to in-vehicle safety systems and child restraints for side-impact protection.</li> <li>Initiate research program to explore the integration of occupant protection systems and emerging vehicle-to-vehicle communication technologies.</li> <li>Conduct an examination of the misuse of child safety seats with and without LATCH systems.</li> <li>Develop performance specifications for advanced child dummies based on previously completed biomechanical response of children to impact loading.</li> <li>Continue research on rear visibility to address the backover risk for motorcycles.</li> <li>Continue driver distraction research.</li> <li>Continue research on reducing motorcoach crash avoidance and occupant ejections.</li> </ul>	<ul style="list-style-type: none"> <li>Complete development of objective performance test procedures to support future consumer information and agency regulatory decisions on next generation crash avoidance technologies.</li> <li>Complete research: <ul style="list-style-type: none"> <li>Study driver response to advanced technologies for driver assistance in crash-likely scenarios using NADS.</li> <li>Benefits and performance capabilities of automatic braking systems for heavy vehicles.</li> <li>Develop test procedures and metrics for single unit truck and bus stability control systems.</li> </ul> </li> <li>Complete human factors engineering research on motorcycle helmets.</li> </ul>	<ul style="list-style-type: none"> <li>Research results provide the technical and background support needed for the development of future technological advances and regulatory decisions.</li> <li>Reduce the rate of alcohol-impaired driving in fatalities in .08+ BAC crashes to 0.39 per 100 million VMT.</li> <li>Complete tire research to support congressionally mandated tire rolling resistance rating system and heavy vehicle fuel efficiency/economy program.</li> <li>Reduce the number of fatalities and the number and severity of injuries resulting from highway traffic crashes involving non-occupants (i.e. pedestrians, bicyclists, etc.).</li> </ul>	

\* FTEs based on requested levels.

## **SAFETY: RESEARCH AND ANALYSIS**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce injuries by preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by occupants and non-occupants. The agency conducts motor vehicle safety research and development. Research activities continue to concentrate on advanced vehicle safety technology, improving vehicle crashworthiness and crash avoidance, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

### ***FY 2009 Program Results***

NHTSA continued our advanced crash avoidance technology research of newly emerging technologies and Intelligent Transportation System research field-testing of integrated crash avoidance systems including: back-up warning, lane departure/keeping systems, and pre-crash imminent braking systems. To enhance occupant safety in rollover crashes, the agency updated requirements for roof strength and issued preliminary performance recommendations for ejection mitigation. NHTSA initiated the development of several non-intrusive, vehicle-based, alcohol detection technologies for selection based on technical risk and potential effectiveness. The agency completed a study of motorcycle conspicuity to determine an effective lighting treatment and if passenger vehicle daytime running lights impede motorcycle noticeability. The agency completed research of anti-lock braking and combined braking systems to determine motorcycle rider use of brakes in various emergency stopping and maneuvering situations.

### ***FY 2010 Program Projected Results***

NHTSA will complete the Advanced Crash Avoidance Technology (ACAT) program, addressing rear-end, road departure and lane change crashes. The agency will continue to research driver distraction, relating metrics to crash risk. For heavy vehicles, we will continue research of the benefits and performance capabilities of automatic braking systems and complete stability control research. NHTSA will complete a field test of an electronic vision enhancement system to reduce truck blind spots. The agency will complete a technical assessment of non-intrusive alcohol detection technologies to select systems for continued development into a testable prototype, and continue to research and evaluate BAC testing, characteristics and behaviors unique to alcohol impaired drivers, and the effectiveness of treatment of DWI offenders and alcohol detection technologies.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$55.1 to reduce transportation-related fatalities and injuries; program funding is unchanged from the FY 2010 funding level. These resources include direct expenditure on contracted services and provide funds for 100 FTE

positions and program activities. Administrative expenses (\$25.7M) reflect a nominal inflation rate.

### ***2011 Program Activity***

NHTSA will research rear visibility (to address backover risk), and quiet cars (to improve the safety of visually-impaired pedestrians). The agency will continue to research alcohol detection technologies (promoting expanded use to address recidivism), strategies to increase BAC testing, the effectiveness of first offender alcohol interlock laws, unique characteristics and behaviors of alcohol impaired drivers, and the effectiveness of treatment and rehabilitation options for Driving While Impaired (DWI) offenders.

### ***2011 Program Achievements***

NHTSA will complete research of performance testing and evaluation guidelines for crash avoidance technologies and vehicle systems and components. We will complete human factors engineering research on motorcycle helmets to improve fit and comfort to increase helmet use by riders. The agency will also complete research into the benefits and performance capabilities of automatic braking systems for heavy vehicles, and develop test procedures for stability control systems.

### ***2011 Program Outputs***

We will continue to conduct and publish results from studies and high interest program area analyses.

### ***2011 Program Outcomes***

NHTSA will promote safer cars by evaluating existing traffic safety programs and vehicles (both foreign and domestic) and new advanced crash avoidance technologies for passenger vehicles, as well as by providing the technical support needed for developing future technological advances and regulatory decisions. The agency will complete tire research to support the congressionally mandated tire rolling resistance rating system and heavy vehicle fuel efficiency/economy program.

### ***Program Contribution to DOT Goal***

NHTSA's programs that reduce the number and severity of crashes directly work towards the DOT goal to reduce the highway traffic fatality rate to between 1.13 and 1.16 per 100 million vehicle miles traveled by 2011.

**EXHIBIT IV-3D: SAFETY: HIGHWAY SAFETY PROGRAMS**

<b>SAFETY: Reduce highway fatalities.</b>			
<b>Program</b>	<b>Highway Safety Programs</b>	<b>Inputs (Resources)</b>	
<b>Purpose:</b>	Save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.	<b>(\$ M)</b>	<b>FTE*</b>
<b>Customers and Beneficiaries</b>	Highway safety programs focus on preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by all road users, through behavioral research and national leadership activities. . NCSA's collection and analysis of crash data enable NHTSA to identify safety trends, develop alternative solutions and assess costs, benefits and effectiveness of safety countermeasures. The public benefits from these agency traffic safety programs.	<b>117</b>	<b>190</b>
<b>Activities (Products and Services)</b>	<b>Achievements and Outputs</b>	<b>Planned Outcomes</b>	
<ul style="list-style-type: none"> <li>Continue to collect crash data (of traffic, not-in-transport and back-overs), develop and test education and enforcement programs (such as pedestrian, cyclist and motorcyclist safety programs), and research and other activities to increase use of occupant protection, reduce impaired driving, and improve driver licensing.</li> <li>Coordinate Federal Emergency Medical Services (EMS) activities; operate National EMS Information System (NEMSIS) Technical Assistance center and database.</li> <li>Promote, test and evaluate strategies that increase the effectiveness of High Visibility Enforcement, particularly of high risk groups.</li> <li>Provide expert statistical analysis in a broad range of statistical and traffic safety areas.</li> <li>Perform a limited number of Special Crash Investigations (SCI) to identify unintended consequences and support potential recalls, and other agency enforcement efforts and countermeasures research.</li> </ul>	<ul style="list-style-type: none"> <li>Expand deployment, demonstration and evaluation of the DDACTS (Data-Driven Approaches to Crime and Traffic Safety) partnership to 55 monitored sites.</li> <li>Increase from 25 to 35 the number of States that contribute data to NEMSIS.</li> <li>Complete development and begin implementation of NEMSIS Version 3.0.</li> <li>Conduct an HVE campaign focusing on both occupant protection and impaired driving.</li> <li>Continue to conduct and publish results from studies and high interest program area analyses.</li> <li>With FMCSA, collect and electronically update comprehensive data on license processing and requirements.</li> <li>Conduct State, US Territories and/or Bureau of Indian Affairs (BIA) traffic records assessments as required under SAFETEA-LU Section 408.</li> <li>Release findings of study on pedestrian hit and run crashes.</li> </ul>	<ul style="list-style-type: none"> <li>Work towards the DOT goal of traffic fatalities to 1.13-1.16 per 100 million VMT.</li> <li>Conduct and evaluate the effectiveness of High Visibility Enforcement (HVE) campaigns.</li> <li>Work with international and domestic agencies and organizations to develop strategies to achieve the international Decade for Action goal of reducing the projected increase in global road traffic deaths by 50% by 2020.</li> <li>Provide estimates of benefits in terms of lives saved by belts, air bags, child safety seats, and motorcycle helmets.</li> <li>Release national standards for entry-level motorcycle rider training and promote State adoption.</li> <li>Evaluate high visibility enforcement campaigns among high risk groups (i.e. teens, pickup truck drivers, young males, and rural residents).</li> </ul>	

\* FTEs based on requested levels.

## **SAFETY: HIGHWAY SAFETY PROGRAMS**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce injuries by preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by occupants and non-occupants. The agency's highway safety programs support the Department's safety goal through behavioral research, technical assistance, and national leadership activities through traffic safety programs. Our Federal, state and private partners enable leveraging of resources to enhance the reach of these highway safety programs. NHTSA's collection and analysis of crash data to identify safety trends, development of alternative solutions, and the assessment of costs, benefits, and effectiveness also support the Safety goal. NHTSA supports DOT's Global Connectivity goals through international cooperation on behavioral traffic safety issues

### ***FY 2009 Program Results***

NHTSA tested variations of the *Click It or Ticket (CIOT)* model to examine the effectiveness of successive, high-visibility enforcement campaigns. Increased correct use of child safety seats resulted from NHTSA's continued support of child safety seat technicians to reach parents and caregivers with correct use information. We conducted a top to bottom review of our child occupant protection program. NHTSA continued to develop national standards for motorcycle rider training, and revised the *Motorcycle Operators Manual* and license exam questions. The agency also initiated demonstration projects in States and cities with high pedestrian crashes to support implementation of enforcement and educational components of plans to reduce pedestrian fatalities.

### ***FY 2010 Program Projected Results***

NHTSA will continue to provide technical assistance and support to state E9-1-1 Offices and Public Safety Answering Points (PSAPs), and develop and test safety programs to reduce the incidence of crashes involving pedestrians and cyclists of all ages (with expanded focus on the Hispanic community and impaired pedestrians), motorcyclists and impaired drivers. The July 2010 NSUBS survey results will provide accurate national demographic information on booster seat use and trends. We will promote public awareness of non-traffic, non-crash incidents affecting children, including hyperthermia, back-overs, power window injuries and trunk entrapment. NHTSA will continue support for increased use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards, and to reduce the number of improperly licensed drivers involved in fatal crashes.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$117.4M to reduce transportation-related fatalities and injuries, which reflects an increase in program funding of \$3.1M over the FY 2010 funding level. These resources include direct expenditure on contracted services and

provide funds for 190 FTE positions and program activities. Administrative expenses (\$42.8M) reflect a nominal inflation rate. Funding changes within Highway Safety Programs will allow the agency to implement EMS, National EMS Information System (NEMSIS) and data collection analysis program improvements, and provide data and analytical support to the new Data Driven Approaches to Crime *and* Traffic Safety (DDACTS) highway safety initiative.

### ***2011 Program Activity***

NHTSA will promote improved traffic safety behavior through data collection and research involving impaired driving countermeasures, effective driver licensing practices, pedestrian safety programs, EMS and post-crash injury management, as well as continue to collect and analyze traffic safety data. The agency will analyze the 2010 National Occupant Protection Use Survey and evaluate programs targeting non-user groups (such as teens, pickup truck drivers, young males, rural residents, and the alcohol-impaired).

### ***2011 Program Achievements***

NHTSA will complete development and begin implementation of NEMSIS Version 3.0. With FMCSA, we will collect and electronically update comprehensive data on license processing and requirements. NHTSA will conduct traffic records assessments as required under SAFETEA-LU Section 208.

### ***2011 Program Outputs***

NHTSA will expand the DDACTS initiative to 55 monitored sites, increase from 25 to 35 the number of States that contribute data to NEMSIS, and conduct an HVE campaign focusing on both improving occupant protection and reducing impaired driving. We will continue to conduct and publish results from studies and program area analyses.

### ***2011 Program Outcomes***

NHTSA, along with our partners, will improve occupant protection technologies and best practices; improve traffic crash data collection; reduce the incidence (and BAC levels) of impaired drivers and non-occupants, and promote high visibility enforcement of traffic safety laws. The agency will reduce the incidence of child injury and death occurring inside or outside of light motor vehicles and work with international and domestic agencies and organizations to develop strategies to achieve the international goal of reducing the projected increase in global road traffic deaths by 50% by 2020.

### ***Program Contribution to DOT Goal***

NHTSA's programs that reduce the number and severity of crashes directly work towards the DOT goal to reduce the highway traffic fatality rate to between 1.13 and 1.16 per 100 million vehicle miles traveled by 2011.

**EXHIBIT IV-3E: SAFETY: NATIONAL DRIVER REGISTER**

<b>SAFETY: Reduce highway fatalities.</b>			
<b>Program</b>	<b>National Driver Register (NDR)</b>	<b>Inputs (Resources)</b>	
<b>Purpose:</b>	Save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.	<b>(\$ M)</b>	<b>FTE*</b>
<b>Customers and Beneficiaries</b>	The public and state motor vehicle administrations benefit from the NDR which maintains a national database of revoked, suspended and denied drivers for states to use to determine whether to issue a driver license to an applicant.	<b>7</b>	<b>11</b>
<b>Activities (Products and Services)</b>		<b>Achievements and Outputs</b>	
<ul style="list-style-type: none"> <li>Real-time national database used by the States to identify problem drivers when issuing or renewing driver licenses.</li> </ul>		<ul style="list-style-type: none"> <li>Respond to 95% of interactive inquiries within 7 seconds.</li> <li>Maintain system availability at 99% during scheduled operational hours.</li> <li>Continue modernization to move off of legacy mainframe.</li> </ul>	
		<ul style="list-style-type: none"> <li>Resolve complex personal and commercial driver licensing issues.</li> <li>Identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.</li> </ul>	

\* FTEs based on requested levels.

## **SAFETY: NATIONAL DRIVER REGISTER (NDR)**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce injuries by preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by occupants and non-occupants. The National Driver Register (NDR) maintains and operates the Problem Driver Pointer System (PDPS). This system improves traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs, thereby taking potential dangerous drivers off the road.

### ***FY 2009 Program Results***

The use of the NDR has continually increased each year, providing service to nearly 100 million inquiries in 2009. To address the increased system use, NHTSA initiated a "modernization" of the Problem Driver Pointer System (PDPS) that will utilize up-to-date hardware, database structures and programming languages to provide more efficient access to the data on the file.

### ***FY 2010 Program Projected Results***

NHTSA will continue to support increased use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards. The agency will operate the NDR legacy mainframe to respond to an expected 100 million inquiries from state licensing agencies. We will continue the modernization of the PDPS, as well as provide full customer service to federal agencies provide with access to the NDR.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$6.7M to reduce transportation-related fatalities and injuries. The program funding request includes a net decrease of \$0.8M below the substantially increased FY 2010 funding level, which included funding for the implementation of the modernization program, as well as a standard inflationary increase. These resources include direct expenditure on contracted services and provide funds for 11 FTE positions and program activities. Administrative expenses (\$1.6M) reflect a nominal inflation rate. Funding will enable NHTSA to meet operational and modernization requirements for the National Driver Register (NDR).

### ***2011 Program Activity***

The NDR will function as a real-time national database to assist the states in identifying problem drivers.

### ***2011 Program Achievements***



NHTSA will handle the projected 110 million interactive inquiries (up from 90 million in 2008) as states increase transaction volume while complying with the Motor Carrier Safety Improvement Act.

### ***2011 Program Outputs***

The National Driver Register (NDR) system will be available for use by the States 99% of scheduled operational hours and respond to 95% of interactive inquiries within 7 seconds.

### ***2011 Program Outcomes***

The NDR provides State Motor Vehicle Administrators with an efficient and timely database that helps keep problem drivers off the Nation's roads. Additionally, NHTSA will resolve complex personal and commercial driver licensing issues.

### ***Program Contribution to DOT Goal***

NHTSA's programs that reduce the number and severity of crashes directly work towards the DOT goal to reduce the highway traffic fatality rate to between 1.13 and 1.16 per 100 million vehicle miles traveled by 2011.

**EXHIBIT IV-3F: SAFETY: GRANTS**

<b>SAFETY: Reduce highway fatalities.</b>			
<b>Program</b>	<b>Grants</b>	<b>Inputs (Resources)</b>	
<b>Purpose:</b>	Save lives, prevent injuries and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.	<b>(\$ M)</b>	<b>FTE*</b>
<b>Customers and Beneficiaries</b>	To reduce fatalities and injuries among the public, performance and incentive grants are provided to encourage States to enact and implement effective programs and laws to improve traffic safety.	<b>621</b>	<b>87</b>
<b>Activities (Products and Services)</b>	<b>Achievements and Outputs</b>	<b>Planned Outcomes</b>	
<ul style="list-style-type: none"> <li>States will use the following performance or incentive grants to fund a wide variety of behavior and infrastructure safety programs:               <ul style="list-style-type: none"> <li>Section 402: State and Community Grants</li> <li>Section 405: Occupant Protection Incentive Grants</li> <li>Section 406: Seat Belt Performance Grants</li> <li>Section 408: State Traffic Safety Information System Improvements</li> <li>Section 410: Alcohol Impaired Driving Countermeasures Incentive Grants</li> <li>Section 2009: High Visibility Enforcement (HVE) Grants</li> <li>Section 2010: Motorcycle Safety Grants</li> <li>Section 2011: Child Booster Safety Incentive Grants</li> <li>Distracted Driving Prevention Grant</li> </ul> </li> <li>NHTSA will promote state enactment of highway safety laws (i.e. primary seat belt, child safety seat, helmet use, and distracted driving prevention), provide technical assistance to states considering adopting these laws, and develop material for States about enforcing these laws.</li> </ul>	<ul style="list-style-type: none"> <li>States will build upon success of <i>Click It or Ticket</i> (CIOT) and <i>Over the Limit. Under Arrest</i> campaigns and conduct high visibility enforcement (HVE) campaigns using a <i>combined</i> message focusing on both occupant protection and impaired driving.</li> <li>Conduct an annual evaluation of the success of the HVE programs.</li> <li>NHTSA will continue to promote expanded use of ignition interlock technology and establish additional DWI courts.</li> <li>Additional States will enact primary seat belt laws for all passenger motor vehicles.</li> <li>More States will qualify for incentive grants on improving traffic safety data.</li> <li>States will improve the quality, timeliness, accuracy, integration, and accessibility of their safety data.</li> <li>States will continue to purchase and distribute child safety seats and restraints to low-income families.</li> <li>States will enact and enforce laws to prevent distracted driving, with a focus on banning driving while texting.</li> <li>Develop media focused on reaching those segments of the population most likely to engage in distracted driving behavior.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce the number of fatalities and the number and severity of injuries resulting from highway traffic crashes through improvements in occupant protection technologies, reducing the incidence and BAC levels of both impaired drivers and non-occupants.</li> <li>Increase seat belt use to 87 percent.</li> <li>Increase restraint use among children 0 through 7 years of age to 90 percent.</li> <li>States will identify and refine consensus performance measures in their highway safety plans and report progress in their annual reports.</li> <li>Reduce the rate of alcohol-impaired driving in fatalities in .08+ BAC crashes to 0.39 per 100 million VMT.</li> <li>States will identify measures to increase the recruitment or retention of motorcyclist safety training instructors.</li> </ul>	

\* FTEs based on requested levels.

## **SAFETY: GRANTS**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce injuries by preventing and minimizing the severity of motor vehicle crashes through efforts to improve occupant protection and reduce unsafe behaviors by occupants and non-occupants. NHTSA provides performance and incentive grants to encourage States to enact and implement effective programs and laws to improve traffic safety. These funds support behavioral and infrastructure programs promoting occupant protection, motorcycle safety, alcohol impaired driving countermeasures, high visibility enforcement and state traffic safety information system improvements. In FY 2011, the Department proposes to establish an incentive grant program (\$50,000,000) for States which enact and enforce laws to prevent distracted driving, such as prohibiting texting while driving.

### ***FY 2009 Program Results***

NHTSA tested variations of the *Click It or Ticket (CIOT)* model involving multiple emphasis periods to examine the effectiveness of successive, high-visibility enforcement campaigns. The use of child safety seats increased and improved by NHTSA's continued support for national infrastructure of community child safety seat technicians to reach parents and caregivers with information on the correct use of child restraint systems, including the Lower Anchors and Tethers for Children (LATCH) system. We initiated demonstration projects in States and cities with high pedestrian crashes to support implementation of enforcement and educational plans to reduce pedestrian fatalities.

### ***FY 2010 Program Projected Results***

NHTSA will initiate demonstration projects designed to support implementation of the education and enforcement components of pedestrian and bicycle safety programs to reduce high fatality rates (among English and non-English speaking people) and the incidence of crashes involving impaired pedestrians. Agency Alcohol-Impaired Driving Program Activities include replicating projects demonstrating the use of high visibility enforcement, and reviewing current programs to reduce impaired driving in Hispanic communities. We will evaluate seat belt demonstration programs and law enforcement strategies focusing on high-risk and low belt use populations, and develop educational materials to reach these populations. NHTSA will conduct programs to reach low child restraint use populations and work to implement effective strategies for reducing critical misuse and for increasing use of appropriate restraint systems, as well as promote public awareness of non-traffic, non-crash incidents affecting children, including hyperthermia, back-overs, power window injuries and trunk entrapment.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$620.7M to reduce transportation-related fatalities and injuries; program funding is unchanged from the FY 2010 funding level. These resources

include formula grants, direct expenditure on contracted services, and provide funds for an additional 5 FTE, for a total of 87 FTE positions and program activities. Administrative expenses (\$19.7M) reflect a nominal inflation rate. Funding changes within the Grant program will realign \$50M from support of the Safety Belt Performance Grants to initiate a new Distracted Driving Prevention Grant.

### ***2011 Program Activity***

NHTSA will manage highway traffic safety grants to States to combat speeding-related and impaired driving crashes, implement high visibility enforcement (HVE) campaigns, enhance State traffic safety information systems, promote motorcycle training and awareness, and increase use of occupant protection.

### ***2011 Program Achievements***

States will build on the success of *Click It or Ticket* (CIOT) and *Over the Limit. Under Arrest.* campaigns and continue to purchase and distribute child safety restraints for low-income families. More States will enact primary seat belt laws, qualify for impaired driving incentive grants, and identify and refine consensus performance measures in their highway safety plans. States will enact and enforce laws to prevent distracted driving, with a focus on banning driving while texting. NHTSA will develop media ads to reach those segments of the population most likely to engage in distracted driving behavior.

### ***2011 Program Outputs***

NHTSA will issue \$601M in grants to the States. The agency will conduct an HVE campaign focusing on increasing the use of occupant protective gear and enhancing the visibility of applicable helmet enforcement efforts.

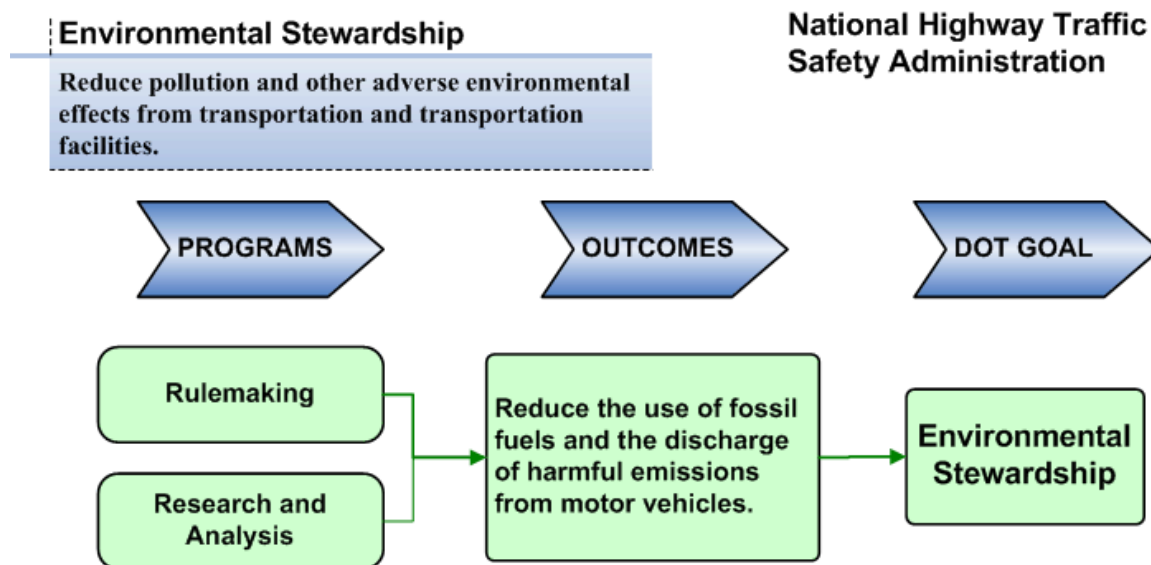
### ***2011 Program Outcomes***

NHTSA, with Federal Highway Administration (FHWA) and Federal Motor Carriers Safety Administration (FMCSA), will reduce fatalities injuries resulting from highway traffic crashes through grant programs to improve occupant protection technologies and best practices; to increase the proper use of seat belts and child safety restraints; to improve traffic crash data collection; to reduce the incidence (and BAC levels) of impaired driving, and to promote high visibility enforcement of traffic safety laws. Additionally, States will identify measures to increase the recruitment or retention of motorcyclist safety training instructors. States will report progress towards achievement of their performance measures in their annual highway safety plan reports.

### ***Program Contribution to DOT Goal***

NHTSA's programs that reduce the number and severity of crashes directly work towards the DOT goal to reduce the highway traffic fatality rate to between 1.13 and 1.16 per 100 million vehicle miles traveled by 2011.

## STRATEGIC GOAL: ENVIRONMENTAL STEWARDSHIP



### Performance Overview

#### Recent Performance

In December 2007, the Energy Independence and Security Act (EISA) of 2007 was signed into law. It requires NHTSA to undertake several efforts in addition to its current fuel economy activities and mandates timelines for their completion. As part of these efforts, the agency is funding a study by the National Academy of Sciences (NAS) on fuel economy regulation of medium and heavy work trucks. EISA also mandates the agency to develop a labeling rule that rates vehicle fuel economy and greenhouse gas (GHG) emission, a fuel economy education program, and a fuel tank labeling program for alternative fuel vehicles.

#### FY 2011 Request

The National Highway Traffic Safety Administration is looking at ways to reduce the environmental impact of vehicles, and to assure the safety of vehicles that use alternative fuels and power sources. In Fiscal Year 2011, the agency is requesting \$17.0 million, a decrease of \$8.3 million below the \$25.3 million FY 2010 funding level, to conduct vehicle research and provide support for the required rulemakings establishing Corporate Average Fuel Economy (CAFE) standards for passenger cars and light trucks for Model Years 2017 and beyond.

**EXHIBIT IV-3G: ENVIRONMENTAL STEWARDSHIP: RULEMAKING**

<b>ENVIRONMENTAL STEWARDSHIP: Reduce pollution and other adverse environmental effects from use of motor vehicles.</b>			
<b>Program</b>	<b>Rulemaking</b>	<b>Inputs (Resources)</b>	
<b>Purpose:</b>	Reduce pollution and other adverse environmental effects from transportation and transportation facilities. Promote the development and sale of cleaner vehicle engines and fuels. Establish and reform fuel economy standards for vehicles.	<b>(\$ M)</b>	<b>FTE*</b>
<b>Customers and Beneficiaries</b>	Provide fuel economy ratings to the public for use in making vehicle purchase decisions. Develop safety-related direction and guidance in support of the development and sale of environmentally cleaner vehicles, and provide assurance to the public at large that highways are more environmentally friendly.	<b>15</b>	<b>29</b>
<b>Activities (Products and Services)</b>		<b>Achievements and Outputs</b>	
<ul style="list-style-type: none"> <li>• Begin analysis to support rulemaking to set fuel economy standards for passenger cars and light trucks for MYs 2017 and beyond.</li> <li>• Develop technical and economic information in support of continuing development of fuel economy standards for light duty vehicles.</li> <li>• Analyze standards</li> <li>•</li> </ul>		<ul style="list-style-type: none"> <li>• Set fuel economy standards as required by EISA, and maximum feasible standards for work trucks.</li> <li>• Implement the new national tire fuel efficiency consumer information program for replacement tires.</li> </ul>	
		<b>Planned Outcomes</b>	
		<ul style="list-style-type: none"> <li>• Reduce the use of fossil fuels and the discharge of harmful emissions from motor vehicles.</li> </ul>	

**EXHIBIT IV-3H: ENVIRONMENTAL STEWARDSHIP: RESEARCH AND ANALYSIS**

<b>Program</b>	<b>Research and Analysis</b>	<b>Inputs (Resources)</b>	
<b>Purpose:</b>	Reduce pollution and other adverse environmental effects from transportation and transportation facilities. Promote the development and sale of cleaner vehicle engines and fuels. Conduct ongoing research to improve the safety of hydrogen fuel cell and alternative fuel vehicles.	<b>(\$ M)</b>	<b>FTE*</b>
<b>Customers and Beneficiaries</b>	To reduce fatalities and injuries among the public, performance and incentive grants are provided to encourage States to enact and implement effective programs and laws to improve traffic safety.	<b>2</b>	<b>3</b>
<b>Activities (Products and Services)</b>		<b>Achievements and Outputs</b>	
<ul style="list-style-type: none"> <li>• Continue research on primary safety hazards and failure consequences of lithium ion and other emerging battery technologies.</li> <li>• Conduct testing programs to assess the expected service life safety of compressed natural gas (CNG) vehicles and the safety of lithium-ion plug-in hybrid and battery electric vehicles.</li> </ul>		<ul style="list-style-type: none"> <li>• Complete tire research to support the congressionally mandated tire rolling resistance rating system and heavy vehicle fuel efficiency/economy program.</li> </ul>	
		<b>Planned Outcomes</b>	
		<ul style="list-style-type: none"> <li>• Reduce the use of fossil fuels and the discharge of harmful emissions from motor vehicles.</li> </ul>	

\* FTEs based on requested levels.

## **ENVIRONMENTAL STEWARDSHIP: RULEMAKING**

### ***Program Purpose and Customers/Beneficiaries***

NHTSA's purpose is to save lives and reduce human-produced greenhouse gas emissions caused by transportation through efforts to establish and reform fuel economy standards for vehicles. Rulemaking programs issue automotive fuel economy standards required by the Energy Policy and Conservation Act, which support the Departmental goal of Environmental Stewardship. The agency includes the Environmental Protection Agency (EPA) fuel economy ratings on the agency's [www.safercar.gov](http://www.safercar.gov) website for the public to use in making vehicle purchase decisions.

### ***FY 2009 Program Results***

The Energy Independence and Security Act (EISA) requires NHTSA develop and propose a new consumer information and education program on the effect of tires on fuel efficiency, safety, and durability. DOT issued the MY 2011 fuel economy standards on April 1, 2009. President Obama has requested that the Department issue the standards for MYs 2012-2016 by April 2010. In FY 2009, NHTSA conducted testing programs in support of a Global Technical Regulation (GTR) for hydrogen fuel cell vehicles. We partnered with NAS evaluate technologies and costs associated with establishing fuel economy standards for medium and heavy duty trucks.

Additionally, the Consumer Assistance to Recycle and Save Act of 2009 implemented the Car Allowance Rebate System (CARS) program, which provided government funds to citizens in 2009 to facilitate the purchase or lease of new fuel-efficiency vehicles in return for a trade-in that is less fuel-efficient.

### ***FY 2010 Program Activities***

NHTSA will publish a final rule implementing the first phase of the mandated CAFE increases for passenger cars and light trucks for Model Years 2012 and beyond (including an Environmental Impact Statement required by EISA). The agency will continue to develop a GTR on hydrogen fuel cell vehicles by conducting individual and joint testing programs. We will conduct regulatory review assessments on the fuel system integrity of compressed natural gas (CNG) vehicles, and CNG fuel container integrity. NHTSA's Research and Analysis program will report results of fuel system integrity tests, and identify failure modes of high pressure hydrogen storage systems and high voltage generating fuel cells.

### ***FY 2011 Program Inputs***

NHTSA is requesting a total of \$17.0M to reduce human-produced greenhouse gas (GHG) emissions caused by transportation, which reflects a decrease in program funding of \$4.5M from the substantially increased FY 2010 funding level. These resources include direct expenditure on contracted services and provide funds for 32 FTE positions

and program activities supporting the agency's mission to reduce our dependence on fossil fuels. Administrative expenses (\$7.9M) reflect a nominal inflation rate.

### ***2011 Program Activity***

In FY 2011, NHTSA will begin analysis for current and future rulemaking efforts to set fuel economy standards for passenger cars and light trucks for model years (MYs) 2017 and beyond, and for work trucks, and medium and heavy-duty vehicles, along with environmental impact analyses. NHTSA's Research and Analysis program will continue research on primary safety hazards and failure consequences of lithium ion and other emerging battery technologies in motor vehicles. We will

### ***2011 Program Achievements***

NHTSA will complete research to support the heavy vehicle fuel efficiency/economy program. NHTSA's Research and Analysis program will complete compressed natural gas (CNG) tank testing and apply the results to hydrogen tanks.

### ***2011 Program Outputs***

NHTSA will publish an NPRM proposing new medium- and heavy-duty on-highway vehicle fuel economy standards as required by EISA.

### ***2011 Program Outcomes***

NHTSA will reduce the use of fossil fuels and ensure compliance with applicable regulations.

### ***Program Contribution to DOT Goal***

NHTSA's Rulemaking and Research and Analysis programs promote the increased use of renewable energies and reduced dependence on fossil fuels, directly supporting the DOT Goal to reduce pollution and other adverse environmental effects from transportation and transportation facilities.



## EXHIBIT IV-4

### KEY PROGRAM REVIEWS, ASSESSMENTS OR EVALUATIONS NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

#### A. Recent Reviews, Assessments and Evaluations

Name/Title	Type	Result
Effectiveness of tire pressure monitoring systems (TPMS) on tire pressures	Evaluation	To be completed by 9/30/2011
New Mexico Comprehensive Impaired Driving Program	Evaluation	To be completed by 9/30/2011

#### Effectiveness of tire pressure monitoring systems (TPMS) on tire pressures

The evaluation of the Effectiveness of the Tire Pressure Monitoring Systems (TPMS) on tire pressure, using statistical analysis, was initiated by NHTSA on 10/01/2008 as established by NHTSA's Evaluation Program Plan 2008-2012; the program evaluation will be completed by 9/30/2011. A survey of actual tire pressures in cars and light trucks will be conducted at a nationally representative sample of gas stations. The proportion of TPMS-equipped vehicles with at least one tire 25 percent or more below the recommended pressure will be compared to the corresponding proportion in non-TPMS vehicles of similar age and market class.

**Findings and Recommendations:** Data collection is currently underway. A report on the results of the evaluation will be completed in FY 2011.

#### New Mexico Comprehensive Impaired Driving Program

The evaluation of the New Mexico Comprehensive Impaired Driving Program, analyzing crash data, was initiated by NHTSA on 8/21/2008 as established by NHTSA's Evaluation Program Plan 2008-2012; the program evaluation should be completed by 9/30/2011. This in-depth evaluation is documenting the impact of having a Governor's Task Force (comprised of the heads of all relevant departments like the State Police, Driver Licensing Agency, Prosecutors, Courts, Medical Examiners, Probation, etc.) on generating a comprehensive impaired-driving program, measuring law enforcement activity (arrests, BACs), media activity (focusing on impaired driving and enforcement activity), pre/post measures of public attitudes toward impaired driving and awareness of the enforcement activity, and alcohol-related crashes.

**Findings and Recommendations:** Data collection is currently underway. A report on the results of the evaluation will be completed in FY 2011.

## B. Planned Reviews, Assessments and Evaluations

Name/Title	Type	Intended Result
Evaluation of National Mobilizations	Evaluation	To be completed by 9/30/2011
Effectiveness of Electronic Stability Control (ESC): Follow-up	Evaluation	An updated estimate of the crash-reducing effectiveness of ESC

### Evaluation of National Mobilizations

The evaluation of Evaluation of National Mobilizations will be conducted by NHTSA from 10/01/2009 to 9/30/2011 as established by NHTSA's Evaluation Program Plan 2009-2014 and will assess crashes, seat belt use, and impaired driving outcomes. NHTSA will conduct annual evaluations of the FY 2009 and FY 2010 *Click It or Ticket (CIOT)* Mobilization including the use of paid advertisements focusing on seat belt enforcement, measure motorists' awareness of seat belt campaigns, state reported observational surveys of safety belt use, and ultimately measure the change in the national seat belt use rate. NHTSA will also evaluate the national high visibility enforcement campaign to reduce impaired driving including the Labor Day and December "Drunk Driving: Over the Limit; Under Arrest" National Crackdowns. The evaluation will include review of program data, including dollars spent placing paid advertisements and enforcement activity, knowledge/attitude surveys at Driver Licensing offices and a national telephone survey conducted in pre/post intervals to track progress. The impact on impaired-driving crash rates will be examined.

### Effectiveness of Electronic Stability Control (ESC): Follow-up

A follow-up evaluation of the Effectiveness of Electronic Stability Control (ESC), using statistical analysis, will be conducted by NHTSA from 10/01/2009 to 9/30/2010 as established by NHTSA's Evaluation Program Plan 2009-2014. NHTSA published a statistical evaluation of ESC in 2007, based on the ESC-equipped vehicles then on the road, many of them luxury cars. The analysis will be updated with statistics including vehicles more recently equipped with ESC, a larger and more representative group of makes and models.

## EXHIBIT V-1

RESEARCH, DEVELOPMENT & TECHNOLOGY  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
BUDGET AUTHORITY  
(In thousands of dollars)  
as of January 5, 2010

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION		FY 2009 Enacted	FY 2010 Enacted	FY2011 Request	FY2011 Applied	FY2011 Development
<b>A. Research and Analysis</b>		<b>56,928</b>	<b>60,803</b>	<b>58,532</b>	<b>30,445</b>	-
	Vehicle Safety (VS)	30,070	33,945	30,445	30,445	-
	Highway Safety (HS)	26,858	26,858	28,087	-	-
	1. Crashworthiness	19,226	19,226	19,226	19,226	-
VS	a. Safety Systems	8,226	8,226	8,226	8,226	-
VS	b. Biomechanics	11,000	11,000	11,000	11,000	-
	2. Crash Avoidance	10,694	10,219	10,219	10,219	-
VS	a. Crash Avoidance & Pneumatic Tire Research	8,104	8,104	8,104	8,104	-
VS	b. Heavy Vehicles	2,115	2,115	2,115	2,115	-
VS	c. Plastic and Composite	475				
	3. Data Collections & Analyses (T)	26,858	26,858	28,087	-	-
HS	a. Nat'l. Motor Vehicle Crash Causation Survey (T)	-				
HS	b. Early Fatality Notification System (T)	1,000	-	-	N/A	N/A
HS	c. Fatality Analysis Reporting System (T)	7,472	8,472	8,725	N/A	N/A
HS	d. National Accident Sampling System (NASS)(T)	12,530	12,530	12,906	N/A	N/A
HS	e. State Data Systems (T)	2,490	2,490	2,490	N/A	N/A
HS	f. Special Crash Investigations (T)	1,700	1,700	1,800	N/A	N/A
HS	g. Data Analysis Program (T)	1,666	1,666	2,166	N/A	N/A
VS	4. Alternative Fuels Vehicle Safety (Hydrogen)	150	4,500	1,000	1,000	-
<b>B. Highway Safety Research</b>		<b>7,541</b>	<b>7,541</b>	<b>7,512</b>	<b>7,512</b>	-
	Subtotal	64,469	68,344	66,044	37,957	-
<b>C. Administrative Expenses</b>		<b>40,088</b>	<b>42,113</b>	<b>42,950</b>	<b>26,836</b>	-
	Vehicle Safety (VS)	25,831	29,351	26,836	26,836	-
	Highway Safety (HS)- Data Collection Technology	14,257	12,762	16,114	-	-
	Total R&D = Research and Analysis, HS Research and VS Admin	63,442	70,837	64,793	64,793	-
	Adjustment to Tie to MAX	18,558	(9,837)	1,207	1,207	
	Total R&D	82,000	61,000	66,000	66,000	-
	Subtotal, Technology Investment (T)	41,115	39,620	44,201	-	-
	Total NHTSA	104,557	110,457	108,994	64,793	-
Memo: Percentage Administrative to Total		38.3%	38.1%	39.4%	41.4%	0.0%

1/ Pro-rated share based on percentage of R&D program amounts shown above to Administrative Expenses for Vehicle Research and Behavioral Research.

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## **DOT High Priority Performance Goal**

### **Reduce the Highway Fatality Rate**

Reducing highway fatalities continues to be a priority at the Department of Transportation. Tragically, highway crashes remain the leading cause of death for Americans age 4 through 34. We are committing to reduce the rate of fatalities to 1.13 – 1.16 fatalities per 100 million vehicle miles traveled (VMT) by the end of FY 2011. This is an aggressive goal, and will reflect significant progress from the historic low rate of 1.25 fatalities per 100 million VMT in FY 2008.

DOT is taking specific steps to reduce highway fatalities and achieve our FY 2011 goal. For example, in addition to setting standards, funding infrastructure improvements, and enforcing requirements, in the next two years DOT will assist states with higher fatality rates implement proven safety measures, rigorously review applications from new motor carrier companies to ensure they meet all safety requirements, and test methods to reduce distracted driving.

DOT is further researching the effects of the recession and depressed VMT levels on the fatality rate. In addition, we are evaluating the effect of new technology, safety standards and changing demographic trends on passenger survival in a crash. DOT may revise its goal in the future based on findings from this the new research.

### **Priority Performance Goal - Reduce the Highway Fatality Rate**

Reduce the rate of highway fatalities to 1.13 – 1.16 fatalities per 100 million vehicle miles traveled (VMT) by the end of FY 2011, through a variety of initiatives aimed at drivers, improved road design, and the use of technology to improve safety.

#### **1. Problem being addressed**

Problem statement: Motor vehicle travel is the primary means of transportation in the U.S. and has the highest fatality rate per capita of all modes of transportation – making it one of our Nation’s most pressing public health problems. When ranked by specific ages, motor vehicle crashes are the leading cause of death for people of every age from 4 through 34 (based on the 2006 National Center for Health Statistics mortality data).

Importance: Traffic fatalities account for nearly 90 percent of transportation-related fatalities and drain more than \$230 billion from the economy each year.

#### **2. Contributing programs within the agency/outside the agency**

Three operating administrations within the DOT have responsibility for addressing highway safety. The National Highway Traffic Safety Administration (NHTSA) has responsibility for overseeing vehicle safety standards and administering driver

behavior programs. The Federal Highway Administration (FHWA) focuses on roadway infrastructure safety design and operations. The Federal Motor Carrier Safety Administration (FMCSA) has the lead to reduce crashes, injuries, and fatalities involving large trucks and buses.

<b>Contributing Programs</b>			
<b>Mode</b>	<b>Program</b>	<b>Focus</b>	<b>Proposed effect</b>
NHTSA	State Highway Safety Grant Programs	Driver behavior	Promote occupant protection (increase seat belt and child safety seat use), motorcycle safety, alcohol impaired driving countermeasures, high visibility enforcement, and state traffic safety information system improvements.
NHTSA	Rulemaking	Motor vehicle and equipment safety standards	Improve the crashworthiness and crashavoidance of vehicles,  Provide consumer information - Government 5 Star Safety Ratings Program
NHTSA	Enforcement	Industry compliance with motor vehicle safety standards  Identification of safety-related defects.  Enforce Federal odometer law.	Remove and ensure manufacturers remedy, as necessary, unsafe motor vehicles and equipment from the highways.
NHTSA	Research and Analysis	Advance vehicle safety technologies – crashworthiness and crashavoidance	Decrease alcohol involvement in crashes  Decrease the number of rollover crashes  Improve vehicle-to-vehicle crash compatibility  Improve data systems
NHTSA	Highway Safety Programs	Behavioral research  Technical assistance  National leadership	Identify safety trends  Develop alternative solutions  Assess costs, benefits, and effectiveness of programs
NHTSA	National Driver Register	Problem Driver Pointer System	Identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

Contributing Programs continue			
Mode	Program	Focus	Proposed effect
FHWA	Highway Safety Improvement Program	Highway infrastructure	States will continue to use their Strategic Highway Safety Plans (SHSP) to develop future transportation plans and select projects for funding. In addition, states will address safety issues using proven safety countermeasures (e.g., roundabouts) to reduce roadway departure, intersection, or pedestrian-related fatal and injury-related crashes. As a result, fewer traffic fatalities and injuries will occur within each state and nationally.
FHWA	Transportation and ITS Research Program	Highway safety technologies	Make available new transportation safety techniques and innovations (e.g., vehicle-infrastructure ITS applications) as well as provide training and technical assistance to states and other partners on innovative uses of these technologies.
FMCSA	Enforcement & Intervention	Driver Compliance	Ensure Commercial Motor Vehicle (CMV) drivers operate safely and are properly trained, medically fit, and licensed.
FMCSA	Enforcement & Intervention	Roadside Compliance	Ensure detection and correction of CMV safety defects, CMV driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes.
FMCSA	Enforcement & Intervention	Carrier Compliance	Ensure, through an examination or intervention of a motor carrier's operations, carriers are in compliance with US Federal Motor Carrier Safety Regulations (FMCSRs) and US Hazardous Materials Regulations (HMRs).
FMCSA	Regulatory and Standards Deployment	Safe Operations	Create a safe CMV operating environment.
FMCSA	Information and Data Management	Analytically sound and safety-conscious decision making data	Ensure that motor carrier and CMV driver safety data, state and national crash statistics, current analysis results, and detailed motor carrier safety performance data is accurate which allows Federal and State enforcement officials to target high risk motor carriers, CMVs, and drivers for inspections and investigations.
FMCSA	Training, Education, & Outreach:	To educate and improve safety awareness	Ensure enforcement personnel are highly trained and educated and the motor carrier industry is informed and aware of safe CMV operations.
FMCSA	Research, Development, & Technology:	New and emerging safety technologies	To gain fundamental and applied knowledge in order to develop new methods and technologies to enhance CMV and CMV driver safety and security.

### **Quarterly Performance Measure:**

DOT has selected NHTSA's FastFARS program as the Department's quarterly performance measure. The FastFARS program is designed as an Early Fatality Notification System to capture fatality counts from States more rapidly and in real-time. It aims to provide near real-time notification of fatality counts from all jurisdictions reporting to FARS by electronically transmitting the data. FastFARS provides month-to-month changes, reported quarterly, in fatalities and vehicle-miles-traveled (VMT). Its latest release was in January 2010 and included the first three quarters (January to September) of 2009. FastFARS results enable DOT to look at anomalies (Leap Year in 2008 – estimated that 95 fatalities occurred during this extra day in February 2008), changes in the environment (gas prices), and other possible external factors that may impact both fatalities and VMT. It can serve as a leading indicator to whether the Department may or may not achieve or exceed its current Safety goal – the overall highway fatality rate – supported by NHTSA, FHWA, and FMCSA.

### 3. Implementation strategy overview

DOT, through NHTSA, FHWA, and FMCSA focuses on strategies to impact the people or human element, vehicles and equipment, and the transportation system/infrastructure. DOT is making significant strides in each respective mode, emphasizing the importance of risk-based, data, and technology driven approaches that recognize the diversity of safety challenges and complexity of this segment of the transportation industry.

**People/Human Element** = Issues involving the vehicle driver, pedestrian, bicyclist, motorcycle operator, truck or motorcoach driver.

**Vehicle/Equipment** = Issues involving the car, SUV, motorcycle, large truck, and/or motorcoach.

**System/Infrastructure** = Issues involving roads, highways, and bridges.

Strategies employed address: **PREVENTION** – Prevent or reduce the occurrence of highway safety-related crashes/incidents; **MITIGATION** – Mitigate the consequences when a crash/incident occurs by reducing the severity and increasing the survivability of the crash/incident; and **RESPONSE** – After an crash/incident occurs, employ rapid and appropriate emergency medical and other necessary responses and assess the situation for future prevention and mitigation solutions.

### Tracking Success



The highway fatality rate is officially reported once a year. NHTSA, FHWA, and FMCSA have identified the following outputs and milestones that will lead to a further reduction in highway fatality rates and numbers.

- Quarterly assessment of progress on NHTSA's distracted driving demonstration projects (NY and CT):
- Quarterly report on estimated penetration rates for electronic stability control;
- Utilization of Highway Safety Improvement Program obligated funds, FHWA (target is a 1 percent increase in utilization of funds by October 1, 2010)
- Safety Countermeasure Implementation Index, FHWA (target is an increase from a baseline of 66 to 70 by October 1, 2010, based on a 0-100 scale index).
- Milestones for implementing Comprehensive Safety Analysis (CSA) 2010
- The effect of the New Entrant Safety Assurance Rule, as demonstrated by:
  - Number of new carriers registered
  - Number of safety audits completed
  - Number of safety audits failures
  - Based on failures, number of, and monitoring of corrective action plans and carriers progress
  - Number of revocations of authority

#### **4. Resources Required**

The modal FY 2011 budgets' to support DOT's Safety Strategic Objective are:

- FHWA - \$9.8 billion
- NHTSA - \$860.6 million
- FMCSA - \$527.5 million

For specific and detailed information on modal funding and strategies, please refer to each mode's Exhibit IV – Safety Strategic Goal.

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## **SAFETY GOAL: PERFORMANCE SUMMARY**

The Department's highest priority is transportation safety. The number of overall traffic fatalities reported in 2008 hit their lowest level since 1961. The fatality rate, which accounts for variables such as fewer miles traveled, reached the lowest level ever recorded. While the number of traffic deaths in America has decreased, we still have a long way to go.

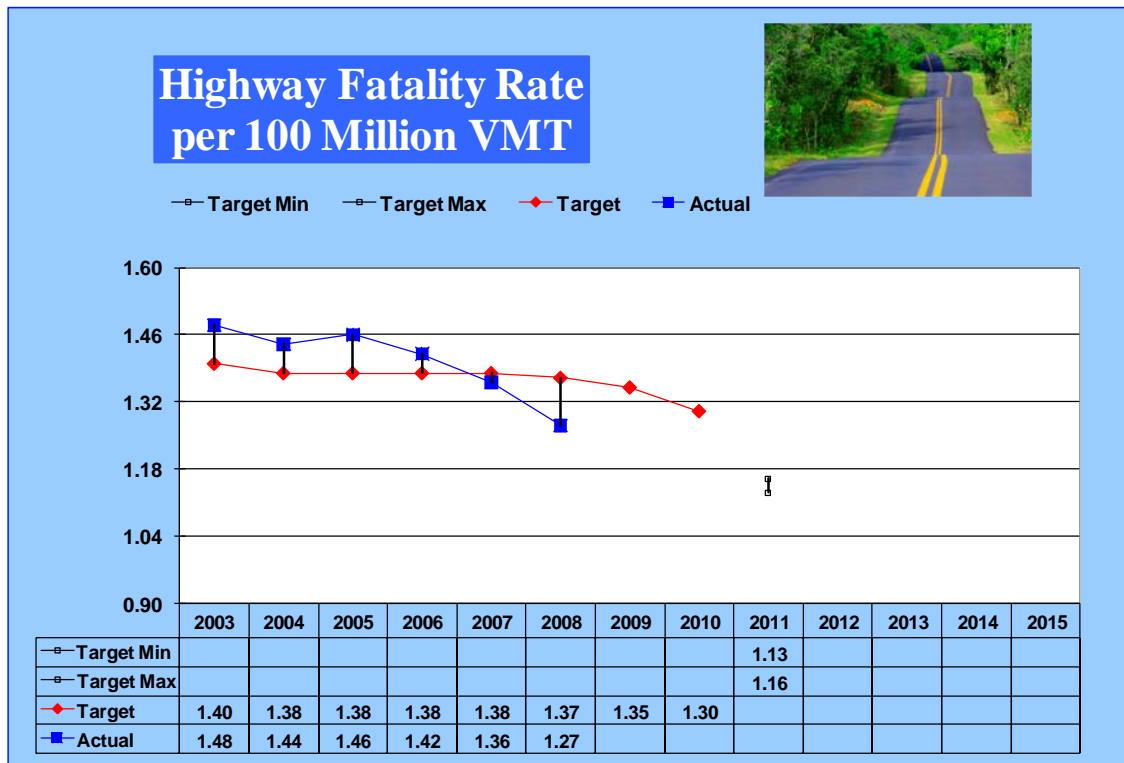
In 2008, 37,261 people died in traffic crashes, a drop of 10 percent from the 41,259 deaths in 2007. The decline of 3,998 fatalities is the largest annual reduction in terms of both number and percentage since 1982. More than 90 percent of this reduction was in passenger vehicles, which make up over 90 percent of the fleet of registered vehicles. The fatality rate for 2008 was 1.25 persons per 100 million miles traveled (VMT), about 7 percent below the rate of 1.36 recorded for 2007.

Substantial declines occurred in virtually every major category, led by declines in passenger car occupant fatalities, which dropped for the sixth year in a row, reaching the lowest level since DOT began collecting fatality crash data in 1975. Light truck occupant fatalities fell for the third straight year, and are at their lowest level since 1998. However, motorcyclist fatalities continued their 11-year increase, reaching 5,290 in 2008, accounting for 14 percent of the total fatalities. Motorcyclist fatalities have increased more steeply than motorcycle registrations. The 2008 data shows a decrease in fatalities for all person types except for motorcyclists and pedalcyclists.

The national seat belt usage rate continued to increase, reaching 84 percent in 2009, marking a historic high. The restraint use for all children from birth to 7 years old stood at 87 percent in 2008 (latest data available), a 2 percentage point drop from the 89 percent use in 2007. According to the 2008 National Survey of the Use of Booster Seats (NSUBS), the majority of children under age 12 riding in motor vehicles in the United States continued to be restrained by some type of child safety seat or seat belt, with 99 percent of infants (birth through 12 months old) restrained; 92 percent of children ages 1 to 3 restrained; 89 percent of children between the ages of 4 and 7 (booster seat age children) restrained; and only 85 percent of children 8 to 12 years old restrained.

The steeper decline in the number of fatalities, as compared to the consistent decrease in VMT since December 2007, has resulted in a continued drop in the overall fatality rate. While the reduction in total fatalities may be due in part to a decrease in miles traveled, many other additional factors affect the outcome from motor vehicle traffic crashes. Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider [operator] with a blood alcohol concentration [BAC] of .08 grams per deciliter [g/dL] or greater) also declined, by 9.7 percent over 2007, from 13,041 to 11,773. This reflects a fatality rate per 100 million VMT of 0.43 in 2007 to 0.40 in 2008, a decline of 7 percent. Alcohol-impaired driving and the continued increase in motorcycle fatalities, along with maintaining gains from the drop in discretionary or recreational driving, represent the Department's greatest current challenges in reducing traffic fatalities.

Within the Department of Transportation, the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) implement specific programs and countermeasures to address the DOT Safety strategic objective. The latest Safety target expressed in the Transportation Department High Priority Performance Goal (see attachment A), is to reduce traffic fatalities to 1.13-1.16 per 100 million VMT by 2011.

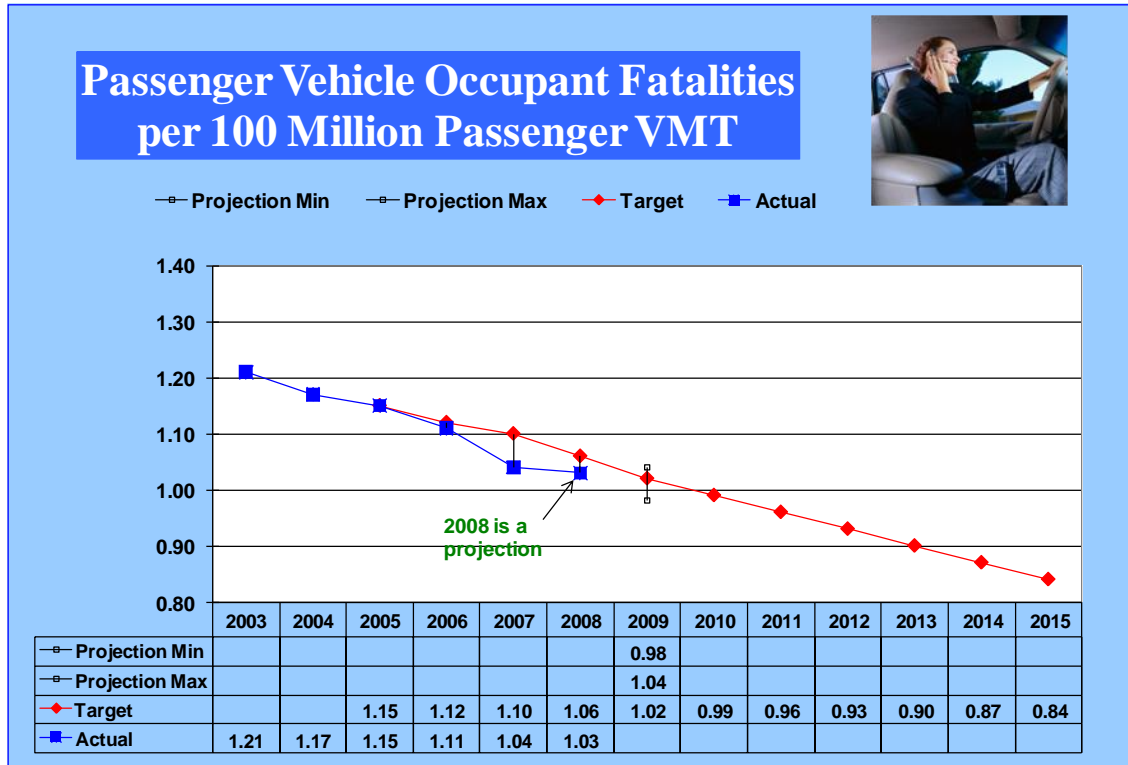


In 2008, DOT established four fatality sub-measures to define the fatality rates for the different segments of highway users (passenger vehicles, motorcyclists, large-trucks and buses, and non-occupants (pedestrians, pedalcyclists, etc.)). This enables the Department to focus resources and develop strategies to improve those trends that contribute most toward reaching DOT's high priority performance goal. Later chapters describe NHTSA, FHWA, and FMCSA programs and activities that directly address these sub-metrics in more detail.

In addition to the four fatality sub-measures identified above, each operating administration maintains specific intermediate outcome measures, which also support the Department's accountability measures. Each operating administration includes a discussion of their specific outcome measures in their FY 2011 budget submissions.

**DEPARTMENT OF TRANSPORTATION:  
ACCOUNTABILITY MEASURES**

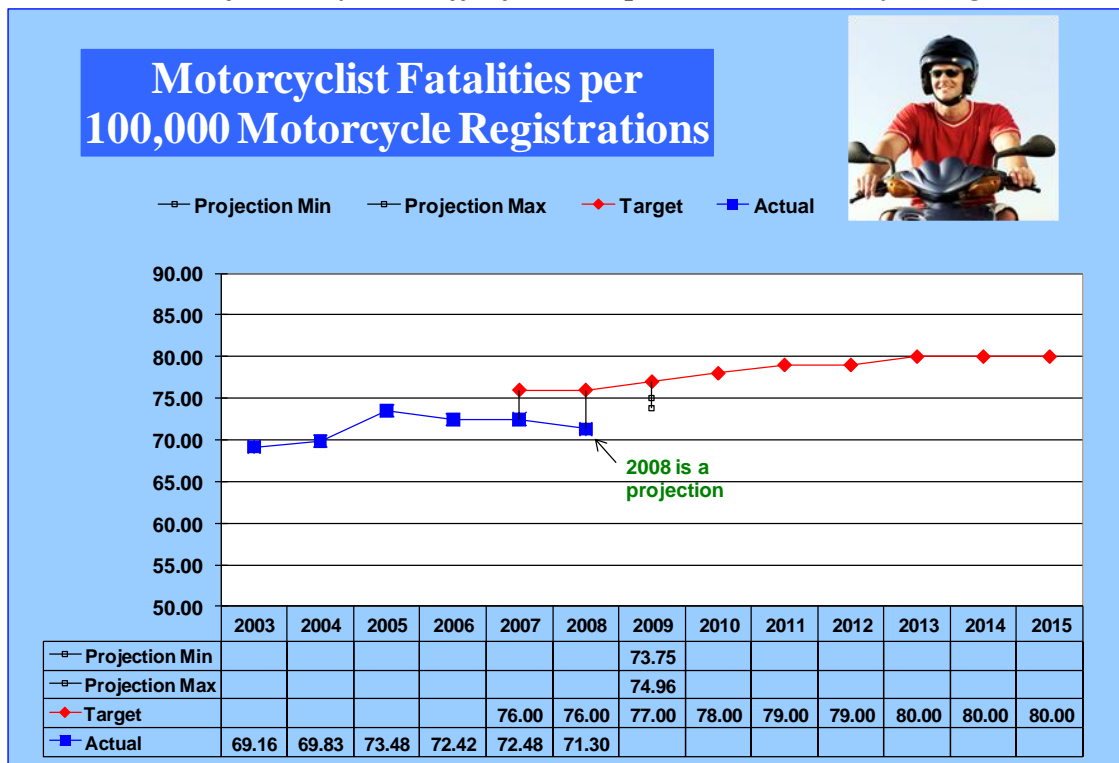
*Reduce the rate of passenger vehicle occupant fatalities per 100 million passenger vehicle VMT.*



Note: Projections are based on 5-year trend data. Actual calendar year (CY) 2008 fatality rate data available upon FHWA release of VMT. CY 2009 fatality numbers available December 2010, with fatality rate data available upon FHWA release of VMT.

The passenger vehicle occupant fatality rate continues to decline sharply, and is projected to reach a historic low of 1.03 in 2008. (The final 2008 fatality rate will be available upon FHWA release of VMT data.) Passenger vehicles include passenger cars, light trucks, vans and SUVs. The number of passenger vehicle occupant fatalities decreased 13 percent, from 29,072 in 2007 to 25,351 in 2008. Passenger car occupant fatalities substantially declined from 16,614 in 2007 to 14,587 in 2008, a 12 percent drop, reaching the lowest level since DOT began keeping records in 1975. Light truck occupant fatalities fell for the third straight year, from 12,458 in 2007 to 10,764 in 2008, a 14 percent drop, and are at their lowest level since 1998. The FY 2011 target for passenger vehicles is 0.96.

*Reduce the rate of motorcyclist traffic fatalities per 100,000 motorcycle registrations.*



Note: Projections are based on 5-year trend data. Actual calendar year (CY) 2008 fatality rate data available upon FHWA release of motorcycle registrations. CY 2009 fatality numbers available December 2010, with fatality rate data available upon FHWA release of motorcycle registrations.

Motorcyclist traffic fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. The motorcyclist fatality rate is projected to increase in 2008 to 71.3 fatalities per 100,000 motorcycle registrations. (The final 2008 fatality rate will be available upon FHWA release of VMT data.) In 2008, the number of motorcyclist fatalities increased to 5,290 from 5,154 in 2007. This is a 2.2 percent increase in just one year and fatalities among motorcyclists (i.e. motorcycle riders (operators) and passengers) now account for 14 percent of the 37,261 total fatalities in motor vehicle crashes in 2008. The rate of increase in motorcyclist fatalities over this eleven-year period is higher than the rate of increase in motorcycle registrations.

Data from 2008 show that motorcyclist fatalities increased for every age group. A 10-year trend of motorcyclist fatalities by age group shows that there has been an 80 percent increase in fatalities in the under-30 age group, a 61 percent increase in the 30-39 age group, and a 176 percent increase in the 40+ age group. An analysis of engine-size over the past 10 years also shows a marked increase in the number of larger engine size motorcycles, with a 39 percent increase in the under-500 cc engines, a 123 percent increase in the 501-1,000 cc engines, and a 115 percent increase in the 1,001-1,500 cc engines. Since 1999, of the 1,757 fatality increase attributed to larger motorcycles, 1,318 (75%) were among riders in the 40+ age group. Additionally, of the 1,714 fatality increase among riders in the 40+ age group, 787 (46%) were using larger motorcycles. In

addition, we continue to see that speed is a major contributing factor in motorcycle crashes. The increased energy resulting from higher speed crashes also contributes to the severity of the injuries whenever a crash occurs. Additionally, the percentage of motorcycle riders involved in fatal crashes in 2008 who had .08+ BAC levels (29%) was higher than for any other type of motor vehicle driver.

As of June 2008, 20 States, the District of Columbia, and Puerto Rico require helmet use for all motorcycle operators and passengers. Other States either required only a subset of motorcyclists to use helmets (such as those under age 18) or had no helmet requirements. Three States do not have laws requiring helmet use. Almost two-thirds of motorcyclists killed in States without universal helmet laws were not wearing helmets, as compared to 15 percent in States with universal helmet laws.

According to the Motorcycle Industry Council (MIC), new on-highway motorcycle sales rose from 1992 through 2008, with a slight decline in 2007. The 2008 sales were the highest for which MIC reports data, reaching levels not seen since the 1970s. In 2008, 888,000 new-on-highway motorcycle units were sold.

Motorcyclists must also take additional responsibility for ensuring they have done everything possible to make the ride safe by taking operator training, wearing protective gear including helmets, riding sober, and obeying traffic rules, such as observing posted speed limits.

Fatality data is collected through the Fatality Analysis Reporting System (FARS) and represents a complete census of all fatal traffic crashes in the United States. Registration data is collected by the States and provided to FHWA, which is responsible for the collection and publication of all exposure data (e.g. registration, VMT, and licensed drivers). Motorcycle ridership (i.e., State registration) is dependent on high oil prices and successful marketing. Therefore, motorcyclist registration data appears to be the most representative factor for measuring fatalities.

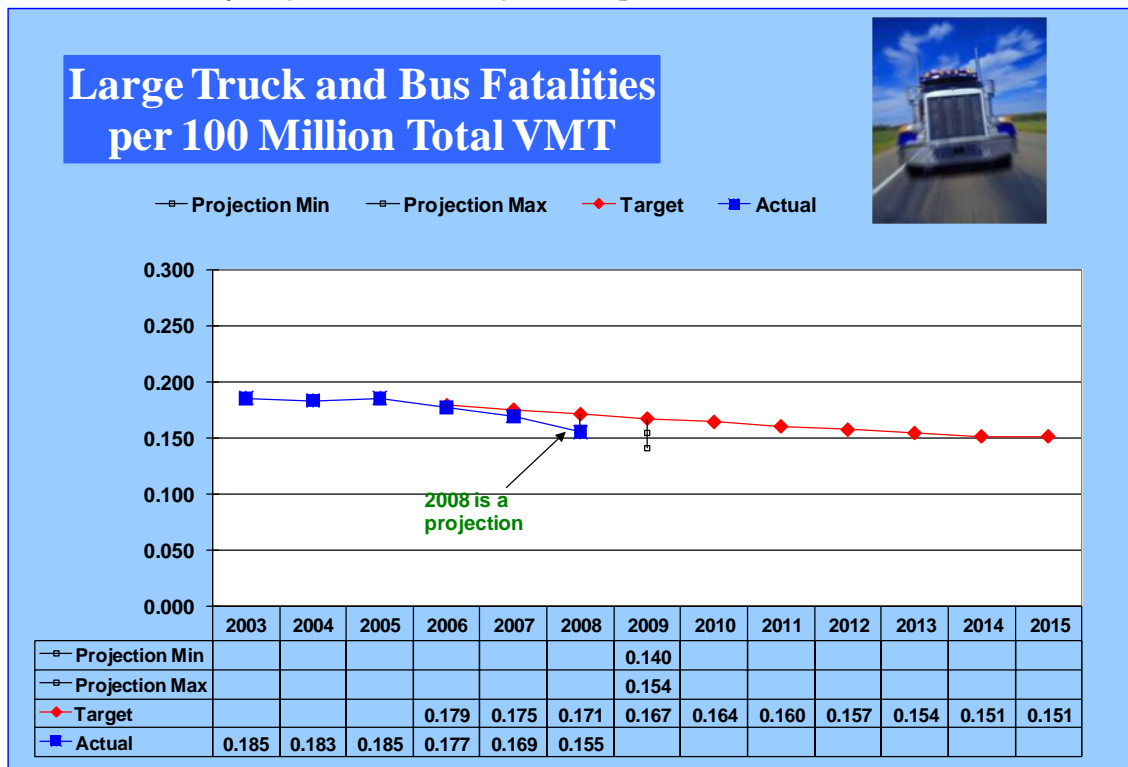
The Department has set its motorcyclist fatality rate goal for FY 2011 at 79 per 100,000 motorcycle registrations.

**Motorcyclist Fatality Rate per 100,000 Motorcycle Registrations  
Compared to 100 Million Motorcycle VMT**

<u>YEAR</u>	<u>Per 100,000 Motorcycle Registrations</u>	<u>Per 100M Motorcycle VMT</u>
1997	55.30	20.99
1998	59.13	22.31
1999	59.80	23.46
2000	66.66	27.67
2001	65.20	33.17
2002	65.35	34.23
2003	69.16	38.78
2004	69.83	39.79
2005	73.48	43.77
2006	72.42	40.14
2007	72.48	38.01
2008	71.30 *	*

\* Projections are based on 5-year trend data. Actual calendar year (CY) 2008 fatality rate data available upon FHWA release of motorcycle registrations.

***Reduce the rate of large-truck and bus fatalities per 100 million total VMT.***



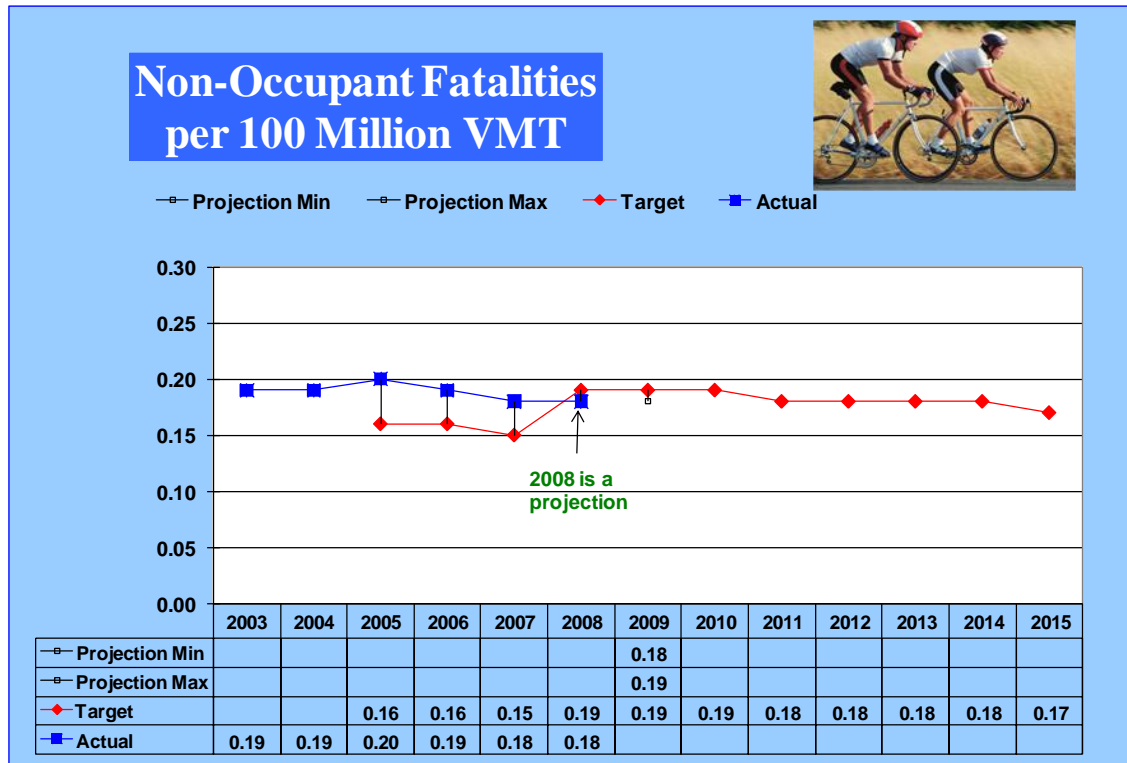
Note: Projections are based on 5-year trend data. Actual calendar year (CY) 2008 fatality rate data available upon FHWA release of VMT. CY 2009 fatality numbers available December 2010, with fatality rate data available upon FHWA release of VMT.

The large truck and bus fatality rate is projected to decrease in 2008 to 0.166 fatalities per 100 million VMT. (The final 2008 fatality rate will be available upon FHWA release of



VTM data.) In 2008, the number of fatalities in crashes involving large-trucks and buses decreased 11 percent, from 5,116 in 2007 to 4,536. This metric includes fatalities involving both occupants and non-occupants in crashes involving a truck with a gross vehicle weight rating of 10,000 pounds or more and/or a motor-coach. Total VMT captures the traffic volumes of all vehicles, which is important given that approximately three-fourths of fatal large-truck crashes in recent years have involved passenger vehicles. The FY 2011 rate target for large-truck and bus fatalities is 0.160.

***Reduce the rate of non-occupant fatalities per 100 million VMT.***



Note: Projections are based on 5-year trend data. Actual calendar year (CY) 2008 fatality rate data available upon FHWA release of VMT. CY 2009 fatality numbers available December 2010, with fatality rate data available upon FHWA release of VMT.

The non-occupant fatality rate is projected to remain level in 2008 at 0.18 fatalities per 100 million VMT. (The final 2008 fatality rate will be available upon FHWA release of VMT data.) In 2008, the number of non-occupants (pedestrians, pedalcyclists, and occupants of motor vehicles not in transport and of non-motor vehicle transport devices) killed in motor vehicle crashes decreased by 5 percent, from 5,558 fatalities in 2007 to 5,282 in 2008. The number of pedestrian fatalities decreased from 4,699 in 2007 to 4,378 in 2008, a 7 percent decrease, whereas the number of cyclists killed increased by 2 percent from 701 in 2007 to 716 in 2008. The FY 2011 target for non-occupant fatalities is 0.18. The non-occupant fatality rate uses overall VMT because pedestrian, pedalcyclist, and other non-occupant miles traveled are not available, which does not allow for much adjustment in the rate.

Traffic backovers (i.e. crashes which occur when a driver reverses into and injures or kills a non-occupant) occur on public roadways, whereas non-traffic backovers occur elsewhere (such as in driveways or parking lots). Other backing crashes that do not involve a non-occupant occur when a driver backs into a pole, tree or other object, or is struck while another vehicle is reversing. According to NHTSA's Not in Traffic Surveillance (NiTS) system, in 2007 (latest data available), there were 221 fatalities and 14,000 injuries of non-occupants in non-traffic backovers, and 82 fatalities with 15,000 injuries due to other backing crashes. The average 2002-2006 data in FARS and the National Automotive Sampling System – General Estimates System (NASS-GES) reveal that there were 71 fatalities and 4,000 injuries involving non-occupants in traffic backovers, and an additional 89 fatalities and 15,000 injuries in other backing crashes on traffic ways.

## **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION: INTERMEDIATE OUTCOME MEASURES**

NHTSA's intermediate outcome measures support both the overall DOT safety goal and its key focus area road user performance targets. These intermediate outcome measures for 2011 include:

- (1) Reducing the impaired-driving fatality rate in crashes where blood alcohol concentration (BAC) was .08+;
- (2) Increasing seat belt use;
- (3) Increasing restraint use for children 0 through 7 years of age, and
- (4) Reducing the percentage of improperly licensed motorcyclists killed in crashes.

Motor vehicle traffic crashes account for 99 percent of all transportation-related fatalities and injuries. In 2006 (latest data available), they were the leading cause of death for Americans for every age 4 through 34. Alcohol is the single biggest contributing factor in fatal crashes. Motor vehicle crashes place a considerable burden on the nation's health care system and have significant economic effects, costing our economy approximately \$230.6 billion annually (in 2000 dollars), or 2.3 percent of the U.S. Gross Domestic Product. This figure includes \$61 billion in lost productivity, \$33 billion in medical expenses, and \$59 billion in property damage. This translates to an annual average of \$820 for every person living in the United States. The estimate for the average cost for a critically injured survivor of a motor vehicle crash is \$1.1 million over a lifetime. DOT seeks to lessen the major public health problem of transportation-related fatalities and injuries – and the associated pain, suffering and economic losses – by preventing and mitigating the effects of crashes.

The fatality data for 2008 placed the traffic death count at 37,261, a drop of 9.7 percent from the 41,259 fatalities in 2007. The overall injury rate also declined, by 2.4 percent. The 2008 rates are based on the April 2009 Traffic Volume Trend (TVT) estimates from the Federal Highway Administration (FHWA). Overall vehicle miles traveled (VMT) decreased by 3.4 in 2008, from 3,030 billion to 2,926 billion miles. The fatality rate, computed as number of fatalities per 100 million VMT, dropped from 1.36 in 2007 to 1.25 in 2008. This decline represents the third-largest decline, both in number and rate on record. The largest decline since 1961 was 16.4 percent in 1974, followed by a 10.9 percent decline in 1982.

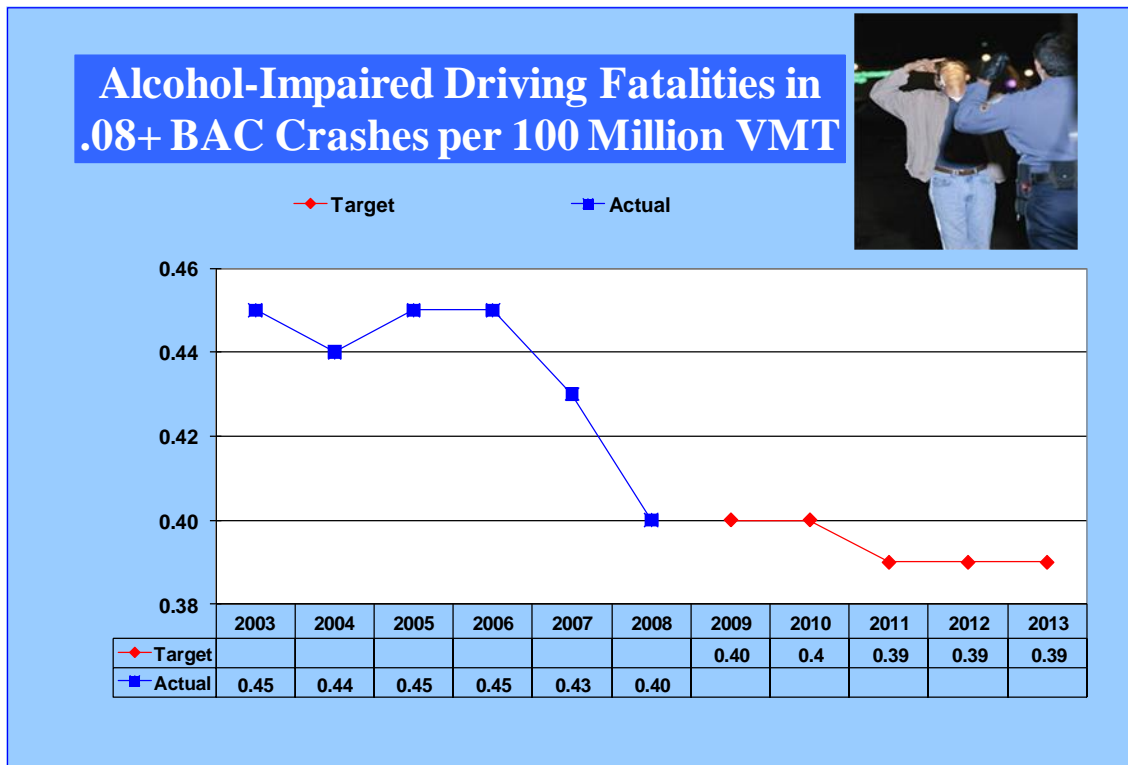
In 2008, fatalities of occupants of passenger vehicles—cars, SUVs, vans, and pickup trucks—continued a steady decline to 25,351, the lowest recorded annual total. This is a 7 percent reduction in passenger vehicle occupant fatalities. There was also a 5 percent reduction among non-occupant (pedestrians, pedalcyclists, etc.) fatalities (to 5,282). The number of pedestrian fatalities decreased from 4,699 in 2007 to 4,378 in 2008, an almost 7 percent decrease, whereas the number of cyclists killed increased by 2 percent from 701 in 2007 to 716 in 2008. The number of fatalities in crashes involving large-trucks and buses decreased 11 percent, from 5,116 in 2007 to 4,536 in 2008. Alcohol-impaired

driving fatalities (.08+BAC) decreased by almost 10 percent from 2007 to 2008 to a total of 11,773. However, as previously mentioned, we continue to experience a rise in the number of motorcycle fatalities. Motorcycles continue to be of particular concern, partially offsetting fatality reductions seen in other areas. Motorcycle fatalities in 2008 reached a total of 5,290, an increase of 2 percent over 2007, and an increase of 150 percent since 1997.

While traffic fatalities receive the most public attention, the societal toll of hospitalization, medical costs, lost productivity, and pain and suffering from traffic injuries represent a significant burden on individuals and on our society. Like fatalities, injury trends are dominated by traffic crashes, which account for 99 percent of all transportation-related injuries. In 2008, the number of people injured in motor vehicle crashes decreased by 5.8 percent from almost 2.5 million in 2007 to under 2.4 million in 2008. The data show that the number of people injured declined the most for passenger car occupants (-7%) and motorcyclists (-7%), decreasing slightly for pedestrians (-1%), staying static for large-truck occupants, but increasing for pedalcyclists (+21%) and bus occupants (+25%).

Speed continues to be a significant factor in traffic crashes, reducing a driver's ability to steer safely, extending the necessary stopping distance, and increasing the vehicle traveling distance when the driver reacts to a dangerous situation. The increased energy resulting from higher speed crashes also contributes to the severity of the injuries when a crash occurs. The economic cost to society of speeding-related crashes is estimated to be \$40.4 billion per year. In 2008, speed was a contributing factor in 31 percent of all fatal crashes, and 11,674 lives were lost in speeding-related crashes. In 2008, 35 percent of all motorcycle riders involved in fatal crashes were speeding, compared to 23 percent for passenger car drivers, 19 percent for light-truck drivers, and 8 percent for large-truck drivers. Additionally, alcohol and speed are a deadly combination, as alcohol involvement is more prevalent for drivers involved in speeding-related crashes. In 2008, 41 percent of drivers with a BAC of .08+ or higher involved in fatal crashes were speeding, as compared with only 15 percent of drivers with a 0.00 BAC involved in fatal crashes.

**SAFETY:** *Reduce the rate of alcohol-impaired driving fatalities in .08+ BAC crashes per 100 million VMT.*



Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider [operator] with a blood alcohol concentrations [BAC] of .08 grams per deciliter [g/dL] or greater) declined 1,268 (9.7 percent) over 2007, from 13,041 to 11,773. In 2001, the .08+ BAC alcohol-impaired driving crash fatality rate per 100 million VMT amounted to 0.48 and has since decreased to 0.40 in 2008. This is a clear indication that State .08 laws have had a positive effect. However, the median BAC value for alcohol-involved drivers was .16; meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in all States. Additionally, young males (ages 21-34) are overrepresented among impaired driving fatalities, and approximately one-third of driving while impaired (DWI) arrests involve repeat offenders, indicating the continued need to identify strategies for reducing recidivism.

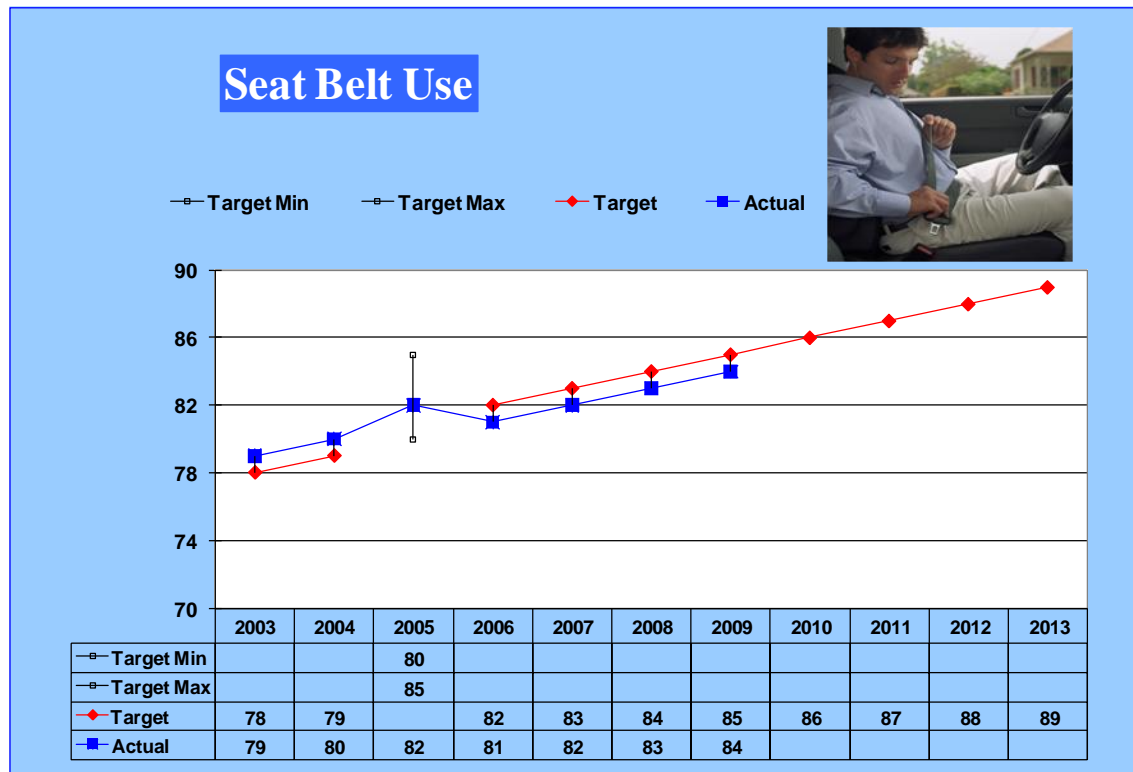
For 2011, the Department decided to replace its earlier measure involving fatalities in alcohol-related crashes at .08+ BAC, with this new measure counting fatalities in alcohol-impaired driving crashes. This new measure counts all killed (including pedestrians and bicyclists) by a driver or motorcycle rider with a BAC of .08 or above. It does not include anyone killed in crashes in which the only person over .08 BAC was the pedestrian or bicyclist. NHTSA has set its FY 2011 .08+ BAC target at 0.39.

The following chart shows the breakout of fatalities by highest BAC in a crash for 2007 and 2008.

Highest BAC in Crash	YEAR		% Change in Fatalities
	2007	2008	
BAC = .00	25,611	23,317	-9.0%
BAC = .01+	15,534	13,846	-11%
BAC = .08+	13,041	11,773	-9.7%
<i>Alcohol-Impaired Fatality Rate</i>	<i>0.43</i>	<i>0.40</i>	<i>-7.0%</i>
BAC = .15+	8,768	8,048	-8.2

The number of alcohol-impaired driving traffic fatalities is unacceptable and avoidable, and represents a major area of attention of the Department's safety agenda. To reverse this trend, NHTSA is focusing on a number of programs and initiatives. The agency's priority strategies include high-visibility law enforcement; support for prosecutors and judges; use of Traffic Safety Resource Prosecutors; Driving While Impaired (DWI) Courts; and alcohol screening and brief intervention. NHTSA is also actively promoting use of ignition interlocks for impaired driving offenders and focusing on at risk populations, including youth, young adults and Latinos. Specifically, in FY 2011, NHTSA will undertake projects to demonstrate effective strategies to improve implementation of Administrative License Revocation (ALR) laws, to increase BAC reporting, to increase the visibility of impaired driving enforcement, to advance the use of a new leadership model for comprehensive State-wide impaired driving programs, and to increase use of ignition interlocks and strengthen State implementation of ignition interlock programs. Additionally, NHTSA and leading automakers have a cooperative research agreement to develop a technological solution to drunk driving. The Driver Alcohol Detection System for Safety (DADSS) aims to develop alcohol detection technologies that could have voluntary acceptance and widespread deployment.

**SAFETY:**     *Increase seat belt use.*



In 2009, the National Occupant Protection Use Survey (NOPUS) showed a 1 percent increase, to 84 percent, in the seatbelt use rate in the front seat nationally, which is an 11 percentage-point increase since 2001. The FY 2011 target is set at 87 percent. We can achieve this target only with cooperation from States and local communities through the passage of primary laws and continued and increased enforcement activities. The passage of primary laws in States has proven to be the most effective way to ensure more vehicle occupants buckle up. For example, when Delaware (2003) and Illinois (2003) upgraded their secondary seat belt use laws to primary laws:

- The seat belt use rate in Delaware rose from 71 percent in 2002 to 88 percent in 2009; and
- The seat belt use rate in Illinois rose from 74 percent in 2002 to 91 percent in 2009.

The 2008 NOPUS also found that seat belt use continues to be lower in the rear seat (74 percent) and that rear seat belt use continues to be higher among states with laws requiring belt use in all seating positions (85 percent) over those with laws requiring only front seat use (66 percent).

Seat belt use is statistically lower in States with secondary belt enforcement laws than in States with primary laws, and even lower in rural and urban areas than suburban areas. Use rates continue to be high where laws are stronger. In 2009, States in which motorists could be stopped solely for belt nonuse (“primary” States) had a combined use rate of 88 percent, compared to 77 percent in other States. As an example, Maine’s primary

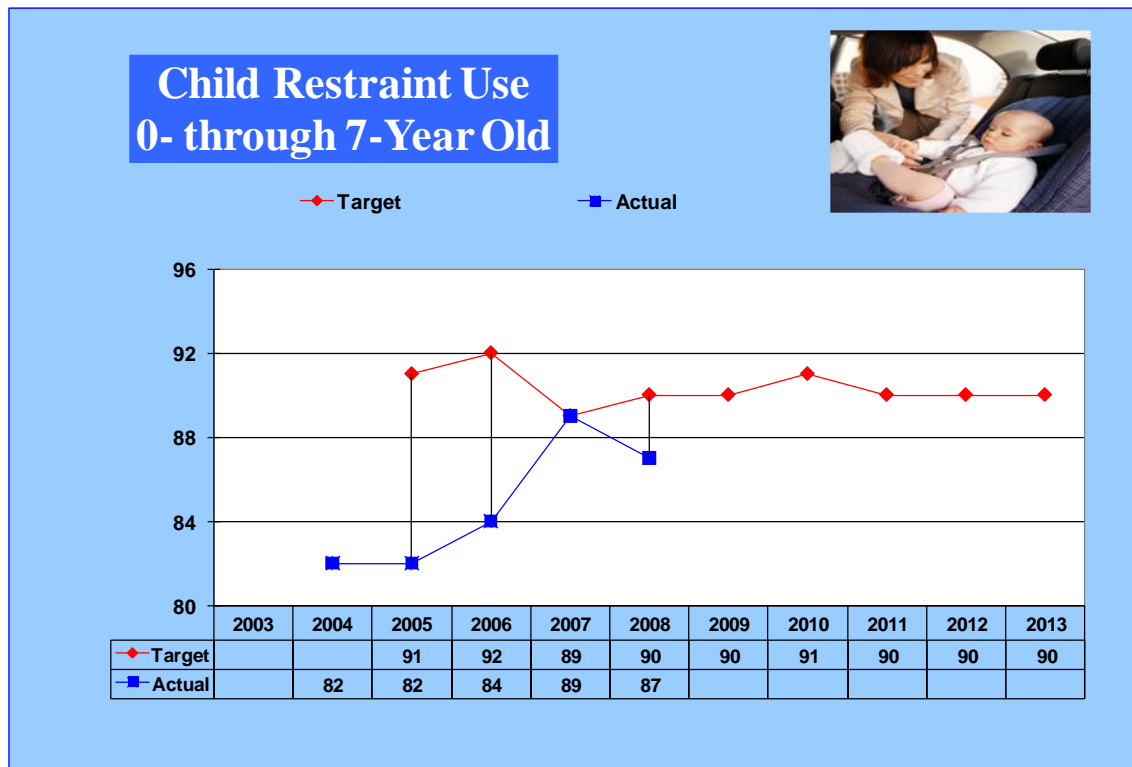
enforcement seat belt law took effect on September 17, 2007, but citations were issued beginning April 1, 2008. This State saw an increase in use from 79.8 percent in 2007, to 83.0 percent in 2008.

On average, States that pass primary seat belt laws can expect to increase belt use by 9 percentage points. However, depending on the level of high-visibility enforcement that they employ, far greater results are possible. States that adopt comprehensive high-visibility enforcement campaigns to implement primary belt laws may achieve increases of 20 percentage points or more. As of June 30, 2009, 30 States, the District of Columbia, Puerto Rico, American Samoa, the Commonwealth of Northern Marianas Islands, Guam, and the Virgin Islands have enacted primary seat belt laws that apply to all passenger motor vehicles. The states of Arkansas, Florida and Wisconsin each passed a primary law which took effect June 30, 2009, and Minnesota's primary belt law took effect on June 9, 2009. One State, Georgia, has a primary law that excludes pickup trucks. Twenty states have secondary enforcement seat belt laws. A secondary seat belt law requires an officer, trooper, or deputy to stop a violator for another violation before being able to issue a citation for failing to buckle up. Seat belt use for occupants on expressways increased to 90 percent in 2008 (89 percent in 2007), which is a statistically significant increase.

In 2007, the total US cost savings due to actual seat belt use was \$74 .4 billion and 15,147 lives. However, if the 38 States and the District of Columbia that had a seat belt use rate below 90% in 2007 had been able to increase their 2007 seat belt use rate up to 90%, an estimated 1,652 additional lives would have been saved, and nearly 40,000 more non-fatal injuries would have been prevented, with an accompanying additional cost savings of about \$5.2 billion. If the seat belt use had reached 100%, 5,024 lives would have been saved in 2007.



**SAFETY:**     *Increase restraint use among children 0 through 7 years of age.*



Use of age-appropriate child safety seats continues to be the most effective restraint system available to protect child occupants of passenger vehicles. The restraint use for all children from birth to 7 years old stood at 87 percent in 2008, a 2 percent drop from the 89 percent use in 2007. According to the 2008 National Survey of the Use of Booster Seats (NSUBS), the majority of children under age 12 riding in motor vehicles in the United States continued to be restrained by some type of child safety seat or seat belt, with 99 percent of infants (birth through 12 months old); 92 percent of children ages 1 to 3 restrained; 89 percent of children between the ages of 4 and 7 (booster seat age children) restrained; and only 85 percent of children 8 to 12 years old restrained. NSUBS defines booster use as “the child is in a seat on top of the vehicle seat with a seat belt across the front of the body.” The 2008 survey found that nationwide, 48 percent of 4 and 5-year-old children were restrained in booster seats, while the booster seat use rate among 6 and 7-year olds was 35 percent in 2008, a statistically significant increase over the 2007 rate of 25 percent. The FY 2011 child restraint target for 0 through 7 year olds is 90 percent.

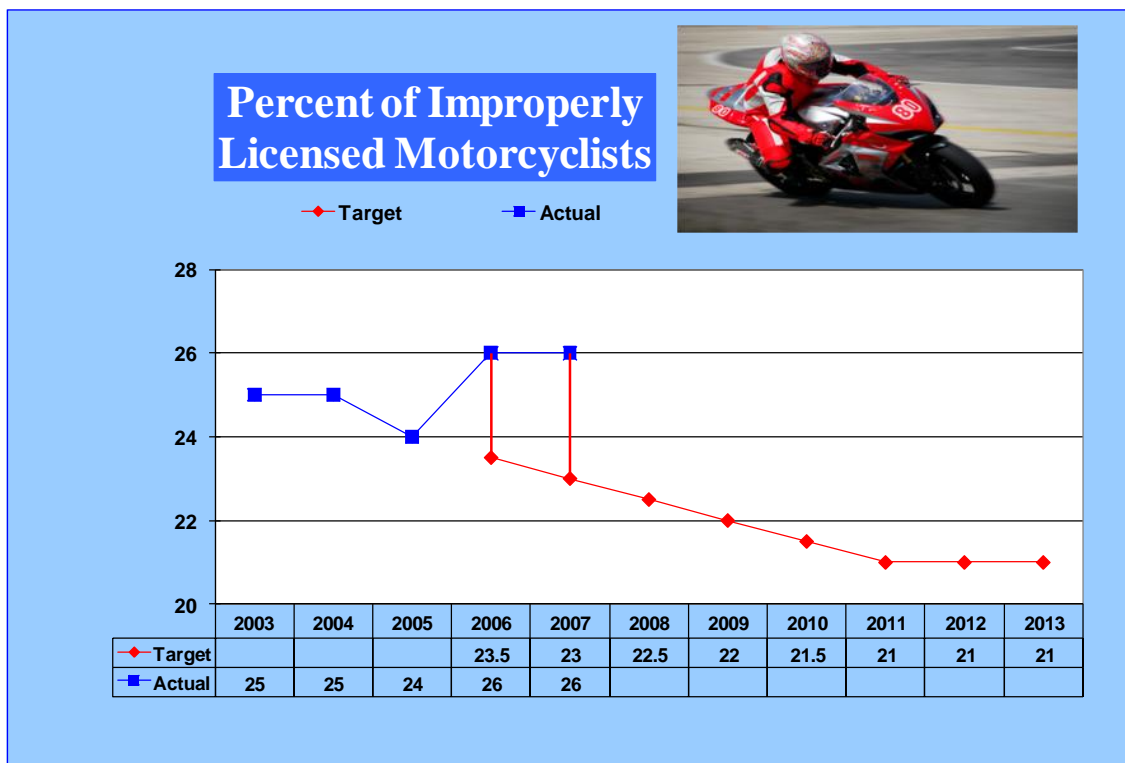
By increasing restraint use among all children, the occurrences of death and injury – if the appropriate restraint systems are used correctly – should continue to decline. Child safety seats reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers (age 1 to 4) in passenger cars. Among children under age 5, an estimated 244 more lives were saved in 2008 by child restraint use (219 using child safety seats, and 25 using adult seat belts). At 100% child safety seat use for children under age 5, an estimated 323 (an additional 79) lives could have been saved in 2008. States, local

communities, and other groups must continue to encourage the use of child restraints and booster seats and discourage placing children under 13 in the front seat.

Most children continue to ride in the rear seats of vehicles: 99 percent of infants in 2008 rode in rear seats, a significant increase from the 95 percent in 2007; meanwhile 98 percent of children ages 1 to 3 and 88 percent of children ages 4 to 7 rode in rear seats in 2008. NHTSA continues to recommend that children under age 13 should ride in age-appropriate restraints in a rear seat of a vehicle.

Although the 2008 NSUBS results indicate some improvements, evidence indicates children are still being ‘prematurely graduated’ to restraint types that are inappropriate for their height or weight. Although either front facing safety seats or booster seats are the appropriate system for children ages 4 to 7 (depending on the child’s height and weight), the 2008 NSUBS found that 45 percent of children in this age group were not properly restrained (34 percent restrained by adult seat belts and 11 percent unrestrained). In 2008, the number of children younger than 1 year or old or less than 20 pounds restrained in rear-facing child safety seats increased significantly.

**SAFETY:** *Reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.*



Motorcycle operator licensing is a major component of a comprehensive State motorcycle safety program. By obtaining a specialized motorcycle license, a motorcyclist demonstrates the minimum ability needed to safely operate a motorcycle on roadways. All States and the District of Columbia require that motorcycle operators who

use roadways possess a valid motorcycle license endorsement. To receive a license, operators pass a written knowledge test and an operational skills test. Beyond these stipulations, States vary in their procedures for licensing riders and for encouraging unlicensed operators to obtain the required license.

In 2008, one out of four motorcycle riders (25%) involved in fatal crashes were riding their vehicles with invalid licenses at the time of the collision, while only 12 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses. Motorcycle riders involved in fatal traffic crashes were 1.4 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (18% and 13%, respectively). Given these statistics, the above intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes is appropriate. For FY 2011, the target is set at 21 percent.

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## **FTE Position Discussion**

NHTSA's administrative budget has historically not kept pace with inflation, causing the authorized level of 635 FTEs to erode to 617 in 2010. This request restores funding to the authorized level (+18 FTEs) plus requests an additional 15 FTEs for high priority program areas for a total requested increase of 33 FTEs above the FY 2010 enacted level. NHTSA has realigned shared administrative expenses between accounts to enable the achievement of overall funding targets.

NVS Positions: 8 in Rulemaking; 4 in Enforcement; 6 in Research; 3 in NCSA; and 2 in Policy and Operations. These additional positions are needed to support work in three primary areas: electrical vehicle safety, light vehicle and heavy duty truck fuel economy and labeling standards and import surveillance of auto equipment coming into the U.S. for foreign countries. With the emergence of electric vehicles, NHTSA must have additional staff with expertise in electrical safety issues that are unique to these vehicles and to lithium ion battery technology. Although we have some additional research funds to support our program we need research, rulemaking and enforcement engineers to support this effort. Additionally, NHTSA has been given significant new mandates under the EISA legislative to conduct research, issue regulations and enforce new fuel economy and labeling standards. We have received additional appropriation to conduct the studies, but not additional staff to manage these new programs. Additionally we need more staff to focus their efforts on the surveillance of imported auto supplies as increasing numbers of these products are now imported and have a greater possibility of not complying with U.S. safety standards. Also, we are requesting three FTE in Policy and Operations for budget and acquisition oversight.

NTI Positions: 6- For FY 2011, the Traffic Injury Control organization seeks an increase of three (3) positions to manage efforts to develop behavioral countermeasures to address the problem of distracted driving and to support countermeasure developments for at-risk populations of youth and older drivers and one for Policy and Operations for communications and web support and two FTEs for the increased workload associated with distracted driving in the chief counsel area.

Driver distraction is a growing problem with an estimated 6,000 fatalities each year. Younger people and a rapidly growing older population are overrepresented in fatal crashes. Additional staffing will be used to address these significant highway safety problem areas.

GRANTS Positions: 5 in field operations to support increased grant funds provided in SAFETEA-LU and required oversight.

## **Errata Sheet**

Schedule T in MAX for 0650 and 0660 were not changed to reflect the \$650,000 transfer from NDR to NVS/NCAP.

<b>Department and Bureau Name:</b>		DOT/NHTSA		
<b>Bureau Contact (prepared by):</b>		Larry Lovitz		
<b>Contact Information (email/phone):</b>		(202) 366-5452		
Categories	No of FTEs	No of Contractors	Cost of Contractors (\$ in millions)	Total Cost (\$ in millions)
<b>Financial Operations</b>				
Accounts Payable	1.00	-	\$ -	\$ 0.06
Accounts Receivable	-	-	\$ -	\$ -
Disbursement	-	-	\$ -	\$ -
General Ledger	1.00	-	\$ -	\$ 0.08
Intragovernmental	-	-	\$ -	\$ -
Travel	1.00	-	\$ -	\$ 0.10
<b>Sub-total Financial Operations</b>	<b>3.00</b>	<b>-</b>	<b>\$ -</b>	<b>\$ 0.24</b>
<b>Financial Reports</b>				
	1.00	-	\$ -	\$ 0.18
<b>Accounting Policy</b>				
	-	-	\$ -	\$ 0.03
<b>Internal Control</b>				
	-	-	\$ -	\$ 0.03
<b>Audit Support</b>				
	-	-	\$ -	\$ -
<b>Financial Systems</b>				
	1.00	2.00	\$ 0.47	\$ 0.81
<b>Budget</b>				
Formulation	2.00	0.50	\$ 0.08	\$ 0.35
Execution	2.00	0.50	\$ 0.08	\$ 0.35
<b>Sub-total Budget</b>	<b>4.00</b>	<b>1.00</b>	<b>\$ 0.16</b>	<b>\$ 0.70</b>
<b>OIG for Financial Statements Audit</b>				
	-	-	\$ -	\$ -
<b>Cost Accounting/Performance Management</b>				
	5.00	-	\$ -	\$ 0.60
<b>Grants Management</b>				
	-	-	\$ -	\$ -
<b>Other (e.g. personnel, procurement, loan etc)</b>				
	-	-	\$ -	\$ -
<b>Total</b>	<b>14.00</b>	<b>3.00</b>	<b>\$ 0.63</b>	<b>\$ 2.59</b>

Is the CFO responsible for handling the budget functions? (Yes/No) **YES**

<b>Federal Financial Management Shared Service Provider Information:</b>	
Do you use a Federal financial management shared service provider (SSP)? (Yes/No)	<b>YES</b>
If yes, what services? (Hosting, Application Support, Transaction Processing) FAA's Enterprise Service Center	
Annual amount paid to Federal Financial Management SSP for support.	<b>1.518(millions)</b>

<b>Comments:</b>

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Exhibit 53 FY2011	
NHTSA008: Vehicle Research and Test Center (VRTC) Computer System (formerly consolidated with DOTXX070)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA008: Vehicle Research and Test Center (VRTC) Computer System (formerly consolidated with DOTXX070)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	This initiative support laboratory, in-vehicle testing and research programs for pedestrian and applied biomechanics, vehicle stability and control, defects analysis, and crashworthiness divisions.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3010
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	404 - Information and Technology Management
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	139 - IT Infrastructure Maintenance
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-3010-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-01-00-02-3010-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option,	

hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	
IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	302-100

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Operations & Maintenance	\$1.945	\$0.395	\$0.400	\$0.405	\$0.410	\$0.415	\$0.420		\$4.390
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$0.050	\$0.080	\$0.095	\$0.095	\$0.095	\$0.095	\$0.095		\$0.605

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA009: Fatality Analysis Reporting System (FARS)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA009: Fatality Analysis Reporting System (FARS)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	FARS is a national crash data collection and analysis program. It collects data for analysis of traffic safety crashes to identify problems, evaluate countermeasures leading to reducing injuries and property damage from motor vehicle crashes.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	19 - Surface Transportation Safety
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	1010
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[24]. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-19-02-1010-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[04 07 09 24 55]. If this is a new investment, leave field blank.	021-18-01-19-01-1010-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	104-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Planning	\$0.940	\$0.035	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.000	\$0.465	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$14.490	\$2.300	\$2.400	\$2.500	\$2.600	\$2.700	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	D/M/E - Government Personnel	\$0.000	\$0.220	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$1.290	\$0.260	\$0.500	\$0.500	\$0.500	\$0.500	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs	3	1	2	2	2	2		
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA018: Grants Tracking System - GTS (CONSOLIDATED WITH DOTXX071)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA018: Grants Tracking System - GTS (CONSOLIDATED WITH DOTXX071)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	The Grants Tracking System assists states in managing Federal grants. It automates processing, checks for compliance with rules and limits, produces reports, and electronically transmits payment information to financial systems.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	04 - IT Investments for Grants Management Systems
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	1020
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-04-14-02-1020-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-04-00-02-1020-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is	

already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	207-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Planning	\$0.022	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.122
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$0.272	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.272
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Operations & Maintenance	\$1.247	\$0.385	\$0.440	\$0.440	\$0.440	\$0.440	\$0.440	\$0.440	\$4.272
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$0.810	\$0.150	\$0.156	\$0.162	\$0.168	\$0.174	\$0.180	\$0.186	\$1.986

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs	2	1	1	1	1	1	1	1

Exhibit 53 FY2011	
NHTSA020: Artemis	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA020: Artemis
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	NHTSA's ability to identify serious safety defects quickly and influence recalls, depends largely on the efficient use of information processing resources to provide the staff with the optimal information to identify possible defects.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	1170
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[24]. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-1170-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[04 07 09 24 55]. If this is a new investment, leave field blank.	021-18-01-14-01-1170-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	104-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Planning	\$0.600	\$0.020	\$0.000	\$0.100	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$10.216	\$0.200	\$0.000	\$1.900	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$13.876	\$2.250	\$2.339	\$2.385	\$2.432	\$2.480	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$1.066	\$0.152	\$0.156	\$0.161	\$0.166	\$1.720	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs	6	1						
SS - Number of FTEs	1		1	1	1	1		



Exhibit 53 FY2011	
NHTSA026: Motor Vehicle Importation System (MVII)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA026: Motor Vehicle Importation System (MVII)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	The Motor Vehicle Importation Information System (MVII) is used by the Office of Vehicle Safety Compliance (OVSC) to maintain a database for monitoring the importation of motor vehicles and motor vehicle equipment into this country.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	19 - Surface Transportation Safety
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3070
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[24]. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-19-02-3070-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[04 07 09 24 55]. If this is a new investment, leave field blank.	021-18-01-19-02-3070-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	302-100

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Planning	\$0.030	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.030
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.000
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Operations & Maintenance	\$1.490	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150		\$2.390
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$0.428	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012	\$0.012		\$0.500

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs	2	1	1	1	1	1	1	

Exhibit 53 FY2011	
NHTSA027: Compliance Automated Reporting System II (CARSII)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA027: Compliance Automated Reporting System II (CARSII)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	CARSII maintains a restricted database that contains test data for motor vehicles, motor vehicle equipment, and tires under the time sensitive compliance test program managed by the NHTSA Office of Vehicle Safety Compliance (OVSC).
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	19 - Surface Transportation Safety
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3230
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-19-02-3230-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-01-19-02-3230-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is	

already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	302-100

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Planning	\$0.200	\$0.050	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.250
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.000
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Operations & Maintenance	\$2.580	\$0.240	\$0.248	\$0.256	\$0.264	\$0.272	\$0.280		\$4.140
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$0.114	\$0.014	\$0.014	\$0.014	\$0.014	\$0.014	\$0.014		\$0.198
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	D/M/E - Government Personnel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.000

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
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D/M/E - Number of FTEs								
SS - Number of FTEs	2	1	1	1	1	1	1	

Exhibit 53 FY2011	
NHTSA301: Teleprocessing and Timesharing Services for the NDR Program (Merged NHTSA001 & NHTSA021)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA301: Teleprocessing and Timesharing Services for the NDR Program (Merged NHTSA001 & NHTSA021)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	The National Driver Register (NDR) is a central repository of information on individuals whose privilege to drive has been revoked, suspended, canceled or denied or who have been convicted of serious traffic-related offenses.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	19 - Surface Transportation Safety
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3240
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)24. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-19-02-3240-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)04 07 09 24 55. If this is a new investment, leave field blank.	021-18-01-19-02-3240-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option,	2 - Border and Transportation Security

hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	104-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - National Driver Register	021-18-8362-0	Planning	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NHTSA - National Driver Register	021-18-8362-0	Acquisition	\$5.598	\$2.058	\$3.350	\$0.500	\$0.518	\$0.552	\$0.588	\$0.440	\$13.604
NHTSA - National Driver Register	021-18-8362-0	Operations & Maintenance	\$8.852	\$2.131	\$2.500	\$5.061	\$3.128	\$3.421	\$3.624	\$3.878	\$32.595
NHTSA - National Driver Register	021-18-8362-0	D/M/E - Government Personnel	\$0.221	\$0.143	\$0.156	\$0.162	\$0.347	\$0.371	\$0.397	\$0.425	\$2.222
NHTSA - National Driver Register	021-18-8362-0	SS - Government Personnel	\$1.585	\$0.285	\$0.311	\$0.324	\$0.347	\$0.371	\$0.397	\$0.425	\$4.045

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs	3	1	1	1	2	2	2	2
SS - Number of FTEs	14	2	2	2	2	2	2	2

Exhibit 53 FY2011	
NHTSA303: Procurement Systems - CCMIS/PRISM (Renamed 6-5-06)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA303: Procurement Systems - CCMIS/PRISM (Renamed 6-5-06)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	PRISM is a COTS procurement tracking system which tracks commitments and obligations, and the acquisition lifecycle from procurement request through obligation. The system supports acquisition related to contracts, task/delivery orders, and grants.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3045
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-3045-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-01-14-02-3045-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is	



already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	201-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.000	\$0.020	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$0.390	\$0.085	\$0.090	\$0.095	\$0.100	\$0.105	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$0.230	\$0.070	\$0.075	\$0.080	\$0.085	\$0.900	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs	4	1	1	1	1	1		

Exhibit 53 FY2011	
NHTSA304: EDS (Merged NHTSA004 & NHTSA022)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA304: EDS (Merged NHTSA004 & NHTSA022)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	The Electronic Data System (EDS) is a coordinated effort of multi-component systems. These components share the same enterprise architecture for their IT resources such as data collection tools, software development, network and operations maintenance.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	19 - Surface Transportation Safety
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	1040
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[24]). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-19-02-1040-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[04]07[09]24[55]). If this is a new investment, leave field blank.	021-18-01-19-01-1040-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	104-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Planning	\$1.327	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$1.814	\$0.345	\$1.082	\$0.449	\$0.450	\$0.360	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$21.915	\$1.225	\$1.317	\$1.093	\$5.198	\$5.354	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	D/M/E - Government Personnel	\$0.000	\$0.060	\$0.060	\$0.060	\$0.060	\$0.600	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$2.602	\$0.244	\$0.194	\$0.443	\$0.443	\$0.468	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs	35	4	4	4	4	1		
SS - Number of FTEs						3		

Exhibit 53 FY2011	
NHTSA305: Vehicle Safety Hotline [Merged NHTSA023: Apropos & NHTSA019: Auto Safety Hotline]	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA305: Vehicle Safety Hotline [Merged NHTSA023: Apropos & NHTSA019: Auto Safety Hotline]
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	The purpose of DOT Vehicle Safety Hotline is to provide the public with motor vehicle and traffic safety information such as air bags, brakes, or child safety seats.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	4200
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)24. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-4200-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)04[07]09[24]55. If this is a new investment, leave field blank.	021-18-01-14-02-4200-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option,	

hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	211-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.000	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$0.725	\$0.342	\$0.203	\$0.211	\$0.219	\$0.227	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$0.010	\$0.003	\$0.003	\$0.003	\$0.003	\$0.000	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA308: NHTSA Enterprise Architecture	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA308: NHTSA Enterprise Architecture
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	This investment represents the operating administration's mission specific business processes and information technology contribution to the overall Departmental enterprise architecture initiative.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	03 - IT Investments for Enterprise Architecture and Planning
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3100
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-03-14-02-3100-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-03-00-02-3100-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	301-220

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$0.000	\$0.100	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000		\$0.200
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$2.175	\$0.320	\$0.325	\$0.330	\$0.335	\$0.340	\$0.350		\$4.175
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$1.138	\$0.184	\$0.190	\$0.195	\$0.201	\$0.210	\$0.220		\$2.338

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs	1							
SS - Number of FTEs	5	3	3	3	3	3	3	

Exhibit 53 FY2011	
NHTSA309: NEMSIS	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA309: NEMSIS
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	The National Association of State EMS Directors is working with the National Highway Traffic Safety Administration (NHTSA) and the Trauma/EMS Systems program of the Health Resources and Services Administration (HRSA) to develop a national EMS database.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3290
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[24]). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-3290-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[04]07[09]24[55]). If this is a new investment, leave field blank.	021-18-01-14-02-3290-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	



IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	204-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research	021-18-8016-0	Planning	\$1.965	\$0.250	\$0.250	\$0.250	\$0.000	\$0.000	\$0.000		\$2.715
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.800	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.800
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.200	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.200
NHTSA - Operations and Research	021-18-8016-0	D/M/E - Government Personnel	\$0.655	\$0.109	\$0.111	\$0.111	\$0.000	\$0.000	\$0.000		\$0.986
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$0.054	\$0.049	\$0.050	\$0.050	\$0.000	\$0.000	\$0.000		\$0.203

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA310: Web Systems	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA310: Web Systems
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	This initiative ensures the agency's presence on the World Wide Web and supports NHTSA's mission and agenda on public safety.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	19 - Surface Transportation Safety
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3080
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[24]). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-19-02-3080-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[04]07[09]24[55]). If this is a new investment, leave field blank.	021-18-01-19-02-3080-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	3
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	211-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Highway Traffic Safety Grants, Liquidation of Contract Authorization, Trust Fund	021-18-8020-0	Acquisition	\$0.000	\$0.200	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.200
NHTSA - Highway Traffic Safety Grants, Liquidation of Contract Authorization, Trust Fund	021-18-8020-0	Operations & Maintenance	\$4.217	\$2.407	\$1.620	\$0.600	\$2.600	\$2.600	\$2.600		\$16.644
NHTSA - Highway Traffic Safety Grants, Liquidation of Contract Authorization, Trust Fund	021-18-8020-0	SS - Government Personnel	\$0.355	\$0.300	\$0.300	\$0.300	\$1.100	\$1.100	\$0.200		\$3.655
NHTSA - Highway Traffic Safety Grants, Liquidation of Contract Authorization, Trust Fund	021-18-8020-0	D/M/E - Government Personnel	\$0.234	\$0.300	\$0.400	\$0.300	\$0.300	\$0.300	\$0.100		\$1.934

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs	3	3	4	3	3	3	3	
SS - Number of FTEs	3	3	3	4	3	3	3	

Exhibit 53 FY2011	
NHTSA311: Biomechanical	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA311: Biomechanical
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	NHTSA maintains a unique database impact response measurement for human, animal and anthropomorphic test devices. This database is a world wide resource for human injury tolerance test data.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3310
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[24]. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-3310-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)[04 07 09 24 55]. If this is a new investment, leave field blank.	021-18-01-14-02-3310-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	214-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.000	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$2.091	\$0.284	\$0.295	\$0.307	\$0.319	\$0.330	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA312: Vehicle Crash Test Database	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA312: Vehicle Crash Test Database
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	NHTSA maintains a database of vehicle crash tests, which includes electronic data measurements, photos, videos and reports; approximately 5,500 tests (200-300 adding per year. This database is accessed internally and through website.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3270
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[24]). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-3270-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[04]07[09]24[55]). If this is a new investment, leave field blank.	021-18-01-14-02-3270-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	214-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.000	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$2.091	\$0.283	\$0.295	\$0.307	\$0.319	\$0.330	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA316: Management Activity and Planning System (MAPS)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA316: Management Activity and Planning System (MAPS)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	A centralized project portfolio management system intended to increase the overall efficiency and effectiveness of NHTSA's business operation by providing insight into project objectives, schedules, milestones, spending history and budget requirements.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	3080
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[24]). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-3080-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00[04 07 09 24 55]). If this is a new investment, leave field blank.	021-18-01-14-02-3080-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	



IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	210-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.016	\$0.153	(\$0.063)	\$0.141	\$0.188	\$0.198	\$0.000		\$0.633
NHTSA - Operations and Research	021-18-8016-0	D/M/E - Government Personnel	\$0.100	\$0.600	\$0.150	\$0.000	\$0.000	\$0.000	\$0.000		\$0.850
NHTSA - Operations and Research	021-18-8016-0	Planning	\$0.000	\$0.516	\$0.286	\$0.233	\$0.004	(\$0.002)	\$0.000		\$1.037
	021-18-8016-0	SS - Government Personnel			\$0.300	\$0.250	\$0.250	\$0.250			\$1.050

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs			2	2	2	2		
SS - Number of FTEs								

Exhibit 53 FY2011	
NHTSA317: Electronic Document and Records Management System (EDRMS)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA317: Electronic Document and Records Management System (EDRMS)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	Agency wide electronic documents and records management system to control the retention, disposition, and archival transfer of records and the control of the workflow of the document development process.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	4280
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-4280-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-01-14-02-4280-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is	

already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	301-220

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Planning	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.100
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$0.425	\$0.050	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.475
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Acquisition	\$0.285	\$0.305	\$0.803	\$0.701	\$0.744	\$0.880	\$0.000		\$3.718
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	D/M/E - Government Personnel	\$0.025	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000		\$0.025
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$0.328	\$0.186	\$0.194	\$0.202	\$0.210	\$0.218	\$0.000		\$1.338

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
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D/M/E - Number of FTEs								
SS - Number of FTEs	2	2	2	2	2	2	2	

Exhibit 53 FY2011	
NHTSA320: Mission Information Protection Program (MIPP)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA320: Mission Information Protection Program (MIPP)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	This program initiates, plans and conducts NHTSA-wide computer security activities covering hardware and software, networks and internet systems. In addition, it provides resources to develop reports on findings and recommend course of action(s).
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	4260
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-4260-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-01-14-02-4260-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	6 - Other

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	302-100

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	Operations & Maintenance	\$0.645	\$0.001	\$0.230	\$0.230	\$0.230	\$0.000	\$0.000		\$1.336
NHTSA - Operations and Research, Limitation on Obligation, Highway Trust Fund	021-18-8016-0	SS - Government Personnel	\$0.154	\$0.200	\$0.500	\$0.500	\$0.500	\$0.000	\$0.000		\$1.854

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs	3	3	3	3	3			

Exhibit 53 FY2011	
NHTSA321: Material Control System (MCS)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA321: Material Control System (MCS)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	NHTSA provides program materials and literature to national organizations and agencies in support of traffic safety programs designed to enhance the publics understanding of NHTSA's mission and facilitate activities supporting highway safety.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	01 - IT investments for Mission Area Support
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	4270
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	118 - Transportation
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	061 - Ground Transportation
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 24). This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-01-14-02-4270-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00 04 07 09 24 55). If this is a new investment, leave field blank.	021-18-01-14-02-4270-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is already selected, hold down the Ctrl key and click on that option.	

IV.2. Homeland Security Presidential Directive 12 (HSPD-12) Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
IV.3. Core Financial System (%) Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
IV.4. Segment Architecture Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	211-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
NHTSA - Operations and Research	021-18-8016-0	Planning	\$0.020	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	Acquisition	\$0.140	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$0.040	\$0.042	\$0.044	\$0.046	\$0.048	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	D/M/E - Government Personnel	\$0.030	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
NHTSA - Operations and Research	021-18-8016-0	SS - Government Personnel	\$0.070	\$0.100	\$0.100	\$0.100	\$0.100	\$0.000	\$0.000	

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								



Exhibit 53 FY2011	
NHTSA777: Common IT Services (CONSOLIDATED WITH DOTXX070)	
<b>I. General Information</b>	
I.1. Investment Name	NHTSA777: Common IT Services (CONSOLIDATED WITH DOTXX070)
I.2. Investment Description Description: The description should explain the entry item, its components, and what program(s) it supports. If the investment is part of a multi-agency initiative or part of another business case, please provide a description of where that business case is located in the appropriate agency budget submission. The description must be less than 256 characters, and must end in a period.	This business case describes the Common IT Services provided to DOT HQ entities by DOT/ITS WCF. See DOT ITS Service Catalog for details.
I.3. Federal Agency Code Description: The federal agency code, WorkLenz auto-answered	021
I.4. Bureau Code Description: The bureau code, WorkLenz auto-answered	18
I.5. Part # of Exhibit 53 Description: The Exhibit 53 part number determines which section the investment should be listed in the report. Refer to the OMB publication A-11 section 53.9 for guidance.	02 - IT investments for Infrastructure, Office Automation, and Telecommunications
I.6. Mission Area Description: Report each mission area in which IT investments are funded. This information should map directly to your agency's strategic and annual performance plan. For IT investments that cover more than one agency, report in the mission area with oversight of the IT investment. Mission area 01 is reserved for your "financial management" IT investments.	14 - Mission Support Systems
I.7. Type of Investment Description: For definitions of Major versus Non-Major IT investments, please refer to the OMB publication A-11 section 53.4. Joint effort investments are shared with other federal departments where the business case is reported by the other department.	02 - Non-Major IT Investment
I.8. Investment Identifier Description: Enter your agency's four digit numeric identifier for this investment. (XXXX)	4060
I.9. Investment Category of the investment reported. Description: Identify the investment category of the investment you are reporting. Select one of the following two digit codes according to what you report on the title line:  00 - Total investment title line, or the first time the agency is reporting this particular investment. 24 - PMC E-Gov initiatives or an individual agency's participation in one of the PMC E-Gov initiatives.	00
<b>II. Primary FEA Mapping</b>	
II.1. Line of Business Description: Select a Line of Business from the FEA Business Reference Model. Note: The BRM Mode of Delivery lines of business (200-level codes) are not valid for Primary FEA Mappings.	404 - Information and Technology Management
II.2. Sub-Function Description: Select the primary Sub-Function under the FEA Business Reference Model. Note: The BRM Mode of Delivery sub-functions are not valid for Primary FEA Mappings.	139 - IT Infrastructure Maintenance
<b>III. Unique Project Identifier</b>	
III.1. 2011 Unique Project Identifier (UPI) Description: WorkLenz auto-answered. Will be in format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)24. This is the aggregate of answers from questions I.3, I.4, I.5, I.6, I.7, I.8, I.9.	021-18-02-14-02-4060-00
III.2. 2010 Unique Project Identifier (UPI) Description: The 2010 UPI for this investment, user entered, must be in the format XXX-XX-0[1-6]-XX-0[1-4]-XXXX-(00)04 07 09 24 55. If this is a new investment, leave field blank.	021-18-02-00-02-4060-00
<b>IV. Financial and Security</b>	
IV.1. Homeland Security Priority Identifier Description: Select all identifiers that apply. To highlight more than one option, hold down the Ctrl key while selecting options. To de-select an option that is	

already selected, hold down the Ctrl key and click on that option.	
<b>IV.2. Homeland Security Presidential Directive 12 (HSPD-12)</b> Description: Enter the amount of this investment's PY2009 funding associated with the agency's HSPD-12 implementation. Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250.	0
<b>IV.3. Core Financial System (%)</b> Description: Enter an estimated percentage of the total IT investment budget authority associated with the core financial system. It must be entered as a number between 0 and 100. (Ex. 50% is entered as 50).	0
<b>IV.4. Segment Architecture</b> Description: Segment Architecture represents the agency segment architecture the investment supports. The segment is identified by a unique code predetermined by the agency and the FEA PMO. The segment architecture code is a six digit code (XXX-XXX) coordinated and maintained by the agency Chief Architect and the FEA PMO. The six digit segment code must match one of the registered agency segment codes or the submission will not be accepted. If new segments are established or revised, agencies are required to coordinate the numbering sequence with the FEA PMO office for approval. This is required for all investments. The agency Chief Architect should review the agency's portfolio to ensure accurate investment to segment architecture alignment. For detailed guidance regarding segment architecture codes, please refer to <a href="http://www.egov.gov">http://www.egov.gov</a> .	302-000

## V. Life Cycle Cost Reporting

### V.1. Life Cycle Costs Table

Description: The OMB MAX account number must be in the format (XXX-XX-XXXX-X). Enter all costs in millions (X.XXX). For example, \$1,250,000 should be entered as 1.250. Intra-Govs Collections should be entered as a negative amount. For example, a collection of \$1,250,000 should be entered as -1.250.

Funding Source	MAX Account ID Code	Category	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond	Column1
NHTSA - Operations and Research	021-18-8016-0	Operations & Maintenance	\$10.819	\$5.598	\$2.470	\$2.590	\$6.297	\$0.000	\$0.000		\$27.774

### V.2. Number of FTEs

Description: The Number of FTEs table must be used if reporting any Personnel costs via Life Cycle Costs Table. The number must be entered as an integer.

	2008 and Earlier	2009	2010	2011	2012	2013	2014	2015 and Beyond
D/M/E - Number of FTEs								
SS - Number of FTEs								

Exhibit 300 FY2011	
NHTSA009: Fatality Analysis Reporting System (FARS)	
<b>Part I: Summary Information And Justification (All Capital Assets)</b>	
Description: In Part I, complete Sections A, B, C, and D for all capital assets (IT and non-IT). Complete Sections E and F for IT capital assets.	
<b>I.A. Overview (All Capital Assets)</b>	
Description: The following series of questions are to be completed for all investments.	
I.A.1. Date of Submission:	2009-07-15
I.A.2. Agency:	021
I.A.3. Bureau:	18
I.A.4. Name of this Investment: Description: (Up to 250 characters)	NHTSA009: Fatality Analysis Reporting System (FARS)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-18-01-19-02-1010-00
I.A.6. What kind of investment will this be in FY2011? Description: Please NOTE: Investments moving to O&M in FY2011, with Planning/Acquisition activities prior to FY2011 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.7. What was the first budget year this investment was submitted to OMB?	FY2001 or earlier
I.A.8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits. Description: (Up to 2500 characters)	
<p>FARS is a steady state crash data collection and analysis program. It was implemented to improve the availability of data needed for improving vehicle safety performance and reducing deaths related to vehicles in transport. The Agency's goal is to reduce fatal injuries resulting from motor vehicle crashes to a rate of 1.0 fatalities per 100M VMT from the current rate of 1.5. It is the only national census data system for fatal vehicle crashes. FARS is extensively referenced to support legislation, enforcement and education programs designed to reduce injury and property damage resulting from motor vehicle crashes. The FARS data are used by virtually all traffic safety professionals and other customers interested in traffic safety including: Congress, NHTSA, USDOT, State agencies, the automotive industry, the insurance industry, advocacy groups, international users, and the general public. The FARS data support customers' most significant programs that address traffic safety. It is the basis for the Agency's traffic safety grants to the States for programs such as the Impaired Driver Program. FARS collects State level data for analysis of traffic safety crashes to identify problems and evaluate countermeasures designed to reduce injuries and property damage resulting from motor vehicle crashes. The data are used for agency rulemaking and targeting grant money to areas most in need. The types of data collected can be used specifically to conduct research on ways to remediate problems such as alcohol involvement, vehicle types, weather and road conditions, seat belt use, car seats, air bags. The program provides analytical data and information to the public through various media, including the program's web services. The program is able to target data collections to respond to the most recent Congressional interest and mandates for new data. The Information Technology component provides for support for operations and maintenance of the program's data collection application, client server platform, and communications network that is consistent with the Agency's architecture and standards. Without the FARS program and data, many of the legislative actions, enforcement, and education programs designed to save lives and reduce traffic safety related injuries and property damage could not be targeted, affected, or enacted.</p>	
I.A.8.a. Enter dates for approved rebaselining, alternative analysis, and risk management plan and risk register information. Description: Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register. (Up to 500 characters)	
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	yes
I.A.9.a. If "yes," what was the date of this approval?	2008-08-25
I.A.10. Contact information of Program/Project Manager	
I.A.10.a. Name: Description: (Up to 250 characters)	Chan-wen Peng
I.A.10.b. Phone Number: Description: (Up to 250 characters)	202-366-3381
I.A.10.c. E-mail: Description: (Up to 250 characters)	Chan-wen.peng@dot.gov
I.A.11. What project management qualifications does the Project Manager have? (per FAC-P/PM)?	Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
I.A.12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):	

I.A.12.a. Financial Management System Table	
I.A.12.b. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMA compliance area that this investment addresses (choose only one):	

## I.B. Summary of Funding (Budget Authority for Capital Assets)

### I.B.1. Summary of Funding Table

Description: Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The "TOTAL" estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition," and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long term energy, environmental, decommissioning, and/or restoration costs. Funding for all costs associated with the entire life-cycle of the investment should be included in this report. Funding levels should be shown for budget authority by year consistent with funding levels in Exhibit 53. The Summary of Funding table shall include the amounts allocated to the investment from, and should be directly tied to, the Fiscal Year Budget. This includes direct appropriations (discretionary or mandatory accounts), user fees, and approved self-funding activities and will provide the actual annual "budget" for the investment. This "budget" will be a subset of the congressionally approved budget for each fiscal year. This will provide Departments/Agencies and OMB useful information on the actual Fiscal Year dollars being asked for and spent on an investment.

NOTE: For the multi-agency investments, this table should include all funding (both managing partner and partner agencies). Government FTE Costs should not be included as part of the TOTAL represented.

#### I.B.1.a. Summary of Spending for Project Phases (Reported in Millions)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 2015 and beyond	Total
Planning	\$0.940	\$0.035	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.975
Acquisition	\$0.000	\$0.465	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.465
Subtotal Planning and Acquisition	\$0.940	\$0.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.440
Operations and Maintenance	\$14.490	\$2.300	\$2.400	\$2.500	\$2.600	\$2.700	\$0.000	\$0.000	\$26.990
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$15.430	\$2.800	\$2.400	\$2.500	\$2.600	\$2.700	\$0.000	\$0.000	\$28.430
Government FTE Costs	\$1.290	\$0.480	\$0.500	\$0.500	\$0.500	\$0.500	\$0.000	\$0.000	\$3.770
TOTAL	\$16.720	\$3.280	\$2.900	\$3.000	\$3.100	\$3.200	\$0.000	\$0.000	\$32.200

#### I.B.1.b. Summary of Spending for Project Phases (Government FTE Costs Only)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 2015 and beyond	Total
Number of FTE represented by Costs	3	1	2	2	2	2	0	0	12

I.B.2. If the summary of funding has changed from the FY2010 President's budget request, briefly explain those changes:  
Description: (Up to 2500 characters)

n/a

## I.C. Acquisition/Contract Strategy (All Capital Assets).

I.C.1. Complete the table for all (including all non-Federal) contracts and/or task orders currently in place or planned for this investment. Total Value should include all option years for each contract. Contracts and/or task orders completed do not need to be included.

Description: Alternative Financing Options Abbreviations: ESPC - Energy savings performance contract; UESC - Utility energy efficiency service contract; EUL - Enhanced use lease contract; N/A - no alternative financing used.  
Character Limitations: Contract or Task Order Number - 250 Characters; Type of Contract/Task Order - 250 Characters;

Contract or Task	Type of Contract/Task	Has the contract	If so what is the	Start date of Contract/Task	End date of Contract/Task	Total Value of Contract/Task	Is this an Interagency	Is it performance	Competitively awarded?	What, if any,	Is EVM in the
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Order Number	Order (In accordance with FAR Part 16)	been awarded? (Y/N)	date of the award? If not, what is the planned award date?	Order	Order	Order (\$M)	Acquisition? (Y/N)	based? (Y/N)	(Y/N)	alternative financing option is being used?	contract? (Y/N)
DTNH22-05-F-07051	Firm fixed price	yes	2004-11-15	2004-11-15	2009-11-15	\$6.024	no	yes	yes	NA	no

I.C.2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:  
Description: (Up to 2500 characters).

2008 DME included Virtual Earth project and state Virtualization (dial-up state). Budget at Completion (BAC) for 2008 is \$90,000. The CPI is 1.07 and SPI is 1. 2009 DME will continue to work on national virtualization project. We plan to move the rest of 43 states to the virtualization, and upgrade the current server and software. Budget at Completion (BAC) for 2009 is \$150,000.

I.C.3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements?

no

I.C.3.a. If "yes," what is the date?

## I.D. Performance Information (All Capital Assets)

### I.D.1. Performance Information Table.

Description: In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan and the relevant Agency Segment Architecture. The investment must discuss its performance measures in support of the agency's mission and strategic goals as outlined in the corresponding Segment Architecture. Performance measures (indicators) must be provided. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the completion date of the module, milestones, or investment, or general goals, such as "significant," "better," "improved," that do not have a quantitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at <http://www.whitehouse.gov/omb/e-gov/>. The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2005	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data.	Maintain 91% reporting of the GIS data, which will increase the visibility & knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results were 95% GIS data reported for 2005.
2005	Safety	Mission and Business Results	Ground Transportation	Provide data for the number of fatalities per 100 million vehicle miles traveled.	FARS data reports the fatalities and FHWA alerts the VMT that is used to calculate the fatalities per miles traveled.	Provide data to contribute to the Agency's goal of reducing highway fatalities.	The actual results were provided in August 2006 of 1.47 fatalities per million vehicle miles traveled in 2005. This information is used to support the agency's goal of lower rates in 2008.
2005	Safety	Processes and Activities	Compliance	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Reduce amount of time it takes to collect fatal crash event data by 4%. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and	The actual results will best be measured in April 2007 since it took some 7 months to make the equipment refresh in all states. An improvement of .8% was shown even with the down time during

						stakeholders with decision-making authority	equipment change over.
2005	Safety	Technology	Data Storage	Availability of FARS data via the web site.	90% availability of FARS data on a 24 hour, 7 days a week basis	Improve availability of FARS data to 95% by upgrading the current, aging equipment. This will provide greater access to quality analytical information such as reports, charts and graphs, which are extremely valuable to customers and stakeholders	The actual results were 95.1%. It was based on the average availability post-implementation of the new hardware.
2006	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data.	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results 95% GIS data reported for 2006
2006	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within 2 weeks after the crash event.	The actual results show improvement throughout the year. The average time to report crash fatalities from the date of the crash to the date entered into the FastFARS system decreased from 29 days to 12 days. Avg. reporting for the year is 20 days.
2006	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time.	1.41 fatalities per 100 million vehicle miles traveled.
2006	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Reduce amount of time it takes to collect fatal crash event data by 4%. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results show a reduction of 15% average time to report crash data to the FARS system - reduced from 132 days in 2005 to 115 days in 2006.
2006	Safety	Technology	Availability	Availability of FARS data via the web site.	95% availability of FARS data on a 24 hour, 7 days a week basis.	Maintain improved availability of the FARS data.	Additional staff has been assigned to monitor server availability and maintain service. Actual results cannot be measured at this

							time due to limitations of server to store web logs.
2007	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data.	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	Meet the requirement. State enter the GIS data utilize Virtual Earth tool.
2007	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within 2 weeks after the crash event.	.The following procedure help State to improve the FastFARS reporting time (1) Modify FastFARS module to enter early notification data (2) Backup analyst can provide backlog assistance (3) FARS HQ work with region to improve early notification proces
2007	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time.	1.37 fatalities per 100 million vehicle miles traveled.
2007	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	.FARS program continue to improve data collection. However some data still difficult to collect ( ex:BAC, death certification). FARS group need to work together with state TRCC, region, HSO. we strong encourage state to apply 408 incentive grants.
2007	Safety	Technology	Operations and Maintenance Costs	Actual operations and maintenance costs will not exceed 10% of the planned value.	Funded value for FY 2007	Not to exceed 10% of funded value for FY 2008.	Meet the requirement.
2007	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	Meet the requirement. State enter the GIS data utilize Virtual Earth tool.
2008	Safety	Customer Results	Response Time	Delivery time for	Early reporting data	Using the	The following



				early reporting data.	on traffic fatalities is available 2 weeks after the crash events.	FastFARS enhancement, provide key data from early notification reports on traffic fatalities within 2 weeks after the crash event.	procedure help State to improve the FastFARS reporting time (1) Modify FastFARS module to enter early notification data (2) Backup analyst can provide backlog assistance (3) FARS HQ work with region to improve early notification process
2008	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2009.	The actual results will be provided by August 2009.
2008	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2009.
2008	Safety	Technology	Operations and Maintenance Costs	Actual operations and maintenance costs will not exceed 10% of the planned value.	Funded value for FY 2008	Not to exceed 10% of funded value for FY 2008.	The actual results will be provided by November 2009.
2009	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2010.
2009	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results will be provided by August 2010.
2009	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by	The actual results will be provided by August 2010.



						meeting scheduled publication date on time - August 2010.	
2009	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2010.
2009	Safety	Technology	External Data Sharing	IPv6 capability.	Currently the system does not have IPv6 capability.	Make system 100% IPv6 capable by FY 09.	The actual results will be provided by October 2010.
2010	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results will be provided by August 2011.
2010	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2011.
2010	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2011.	The actual results will be provided by August 2011.
2010	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2011.
2010	Safety	Technology	External Data Sharing	HSPD-12 capability.	Currently the system does not have HSPD-12 capability.	Make system 100% HSPD-12 capable by FY 10.	The actual results will be provided by October 2011.
2011	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS	Maintain 91% reporting of GIS data, which will increase the	The actual results will be provided by August 2012.

					data	visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	
2011	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2012.
2011	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2012.	The actual results will be provided by August 2012.
2011	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2012.
2011	Safety	Technology	External Data Sharing	e-Authentication implementation.	Currently the system does not have e-Authentication.	Add e-Authentication to the entire system (100%) by FY 2011.	The actual results will be provided by October 2012.
2012	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results will be provided by August 2013.
2012	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2013.
2012	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle	Contribute to reduction in highway fatalities to	The actual results will be provided by August 2013.

					miles traveled in the U.S.	1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2013.	
2012	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2013.
2012	Safety	Technology	Operations and Maintenance Costs	Planned operations and maintenance costs will not exceed 10% of the planned value.	Funded value for FY 2012	Not to exceed 10% of funded value for FY 2012.	The actual results will be provided by November 2013.
2013	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results will be provided by August 2014.
2013	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2014.
2013	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2014.	The actual results will be provided by August 2014.
2013	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2014.

2013	Safety	Technology	Technology Improvement	Install Operating System upgrade.	The current Operating System is MS Windows XP.	Install MS technology based on FARS tech refresh and/or operating system upgrade needs or requirements on all (100%) program supplied CPUs.	The actual results will be provided by October 2014.
2014	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results will be provided by August 2013.
2014	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2013.
2014	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2013.	The actual results will be provided by August 2013.
2014	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2013.
2014	Safety	Technology	Operations and Maintenance Costs	Planned operations and maintenance costs will not exceed 10% of the planned value.	Funded value for FY 2012	Not to exceed 10% of funded value for FY 2012.	The actual results will be provided by November 2013.
2015	Safety	Customer Results	Accuracy of Service or Product Delivered	Reporting of GIS data.	The FARS data collection provides at least 91% reporting of GIS data	Maintain 91% reporting of GIS data, which will increase the visibility and knowledge of the value of the GIS data, thereby directly contributing to the DOT's traffic safety commitment by providing precise location data for use by decision-makers.	The actual results will be provided by August 2014.

2015	Safety	Customer Results	Response Time	Delivery time for early reporting data.	Early reporting data on traffic fatalities is available 2 weeks after the crash events.	Using the FastFARS enhancement, provide key data from early notification reports on traffic fatalities within an average of 2 weeks after the crash event.	The actual results will be provided by August 2014.
2015	Safety	Mission and Business Results	Ground Transportation	# fatalities per 100 million vehicle miles traveled.	Currently 1.5 fatalities occur per 100 million vehicle miles traveled in the U.S.	Contribute to reduction in highway fatalities to 1.0 per 100M VMT in the U.S. by 2008, with an interim goal of 1.35 fatalities per 100M VMT the end of 2005. This is to be accomplished by meeting scheduled publication date on time - August 2014.	The actual results will be provided by August 2014.
2015	Safety	Processes and Activities	Cycle Time	Timeliness: Average time required to collect, report, and make available data on crash events.	Currently for full reporting it takes 90 days or less from a crash event for the data from most crashes to be collected, reported and available for review	Maintain amount of time it takes to collect fatal crash event data. By collecting valuable information faster, the FARS system directly contributes to decisions about traffic safety by customers and stakeholders with decision-making authority	The actual results will be provided by August 2014.
2015	Safety	Technology	Technology Improvement	Install Operating System upgrade.	The current Operating System is MS Windows XP.	Install MS technology based on FARS tech refresh and/or operating system upgrade needs or requirements on all (100%) program supplied CPUs.	The actual results will be provided by October 2014.

### I.E. Security (IT Capital Assets)

Description: For IT investments, agencies should maintain up-to-date tracking of which systems in the FISMA inventory support any IT investment. Linking major IT investments to FISMA systems will be addressed outside the context of the A-11 budget submission of the Exhibit 300.

### I.F. Enterprise Architecture (EA) (IT Capital Assets only)

Description: In order to successfully address this area of the capital asset plan and business case, the investment must be included in the agency's EA and Capital Planning and Investment Control (CPIC) process and mapped to and supporting the FEA. The business case must demonstrate the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

Have the requisite investment-level architecture documentation requirements (e.g., reference model mappings, FTF mappings, etc.) for this investment been documented in the corresponding Segment Architecture? For detailed guidance regarding segment architecture requirements, please refer to <http://www.whitehouse.gov/omb/e-gov/>. See this guidance also regarding the reporting of six digit codes corresponding to agency segment architectures in Exhibit 53, and, for limited cases determined by the Chief Architect, reporting an investment alignment with multiple segments.

I.F.1. Is this investment included in your agency's target enterprise architecture? yes

## Part II: Planning, Acquisition and Performance Information

Description: Part II should be completed only for investments identified as "Planning" or "Full Acquisition," or "Mixed Life Cycle" investments in response to Question 6, Part I, Section A above.

### II.A. Cost and Schedule Performance (All Capital Assets)

Description: Agencies should be measuring the performance of operational assets against the baseline established during the planning or full acquisition phase (i.e., operational analysis), or, where approved, the current baseline, and be properly operating and maintaining the asset to maximize its useful life. Operational analysis may identify the need to redesign or modify an asset by identifying previously undetected faults in design, construction, or installation/integration, highlighting whether actual operation and maintenance costs vary significantly from budgeted costs, or documenting that the asset is failing to meet program requirements.

EVM is required only on Planning or Acquisitions portions of investments. For mixed lifecycle investments, O&M milestones should still be included in the cost and schedule performance table. This table should accurately reflect the milestones in the initial baseline or approved current baseline.

For investments including Planning or Acquisitions spending, complete the following table on milestones used to measure cost and schedule performance, representing only one level of the investment's Work Breakdown Structure. This should generally show Level 3 of the Work Breakdown Structure. For activities related to Operations and Maintenance included in Mixed Life Cycle investments, provide milestones used to track cost and schedule performance in the same format used for development activities milestones in this same table.

#### II.A.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.

WBS Level	Description of Milestone	Planned Cost (\$M)	Actual Cost (\$M)	Planned Start Date (yyyy-mm-dd)	Actual Start Date (yyyy-mm-dd)	Planned Completion Date (yyyy-mm-dd)	Actual Completion Date (yyyy-mm-dd)	Planned Percent Complete	Actual Percent Complete
	Maintenance and operations	\$1.690	\$0.000			2002-09-30	2002-09-30	100.00	100.00
	Maintenance and operations	\$2.000	\$1.210			2008-09-30	2008-05-31	100.00	100.00
	Maintenance and operations	\$2.300	\$0.000			2009-09-30		66.00	66.00
	Security Enhancements	\$0.550	\$0.000			2009-09-30		80.00	100.00
	Maintenance and operations	\$2.400	\$0.000			2010-09-30		0.00	0.00
	Maintenance and operations	\$2.500	\$0.000			2011-09-30		0.00	0.00
	Maintenance and operations	\$2.600	\$0.000			2012-09-30		0.00	0.00
	Maintenance and operations	\$2.700	\$0.000			2013-09-30		0.00	0.00
	Maintenance and operations	\$1.840	\$1.840			2003-09-30	2003-09-30	100.00	100.00
	Maintenance and operations	\$1.940	\$1.860			2004-09-30	2004-09-30	100.00	100.00
	Maintenance and operations	\$2.480	\$2.260			2005-09-30	2005-09-30	100.00	100.00
	FastFARS Enhancement	\$0.240	\$0.190			2005-09-30	2005-09-30	100.00	100.00
	Maintenance & Operations	\$2.140	\$2.130			2006-09-30	2006-09-30	100.00	100.00
	FastFARS Enhancement	\$0.360	\$0.360			2006-09-30	2006-09-30	100.00	100.00
	Maintenance & Operations	\$2.000	\$1.840			2007-09-30	2007-09-30	100.00	100.00
	FastFARS Enhancement	\$0.200	\$0.160			2007-09-30	2007-09-30	100.00	100.00
	Virtual Earth and Virtualization (dial-up state)	\$0.084	\$0.084	2008-06-30	2008-06-30	2008-08-30	2008-08-30	100.00	100.00
	Certification and Accreditation (C & A)	\$0.018	\$0.018	2009-03-30	2009-03-30	2009-04-30	2009-04-30	100.00	100.00
	MMUCC3 ( XML project )	\$0.023		2009-11-30		2009-11-10		0.00	0.00
	MDE2010	\$0.162		2009-07-30	2009-07-30	2009-12-31		20.00	20.00
	FARS modernization/virtualization	\$0.960		2009-02-15	2009-02-15	2009-10-02		85.00	85.00

### Part III: For "Operation and Maintenance" Investments ONLY (Steady State)

Description: Part III should be completed only for investments identified as "Operations and Maintenance" (Steady State) in response to Question 6 in Part I, Section A above.

#### III.A. Cost and Schedule Performance

Description: For investments classified as Operations and Maintenance investments, complete the following table on milestones used to measure cost and schedule performance, representing only one level of the investment's Work Breakdown Structure. This should generally show Level 3 of the Work Breakdown Structure.

III.A.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

<p>Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.</p>	
<p><b>Part IV: Planning for "Multi-Agency Collaboration" ONLY</b></p> <p>Description: Part IV should be completed only for investments identified as an E-Gov initiative, a Line of Business (LOB) Initiative, or a Multi-Agency Collaboration effort. The "Multi-Agency Collaboration" choice should be selected in response to Question 6 in Part I, Section A above. Investments identified as "Multi-Agency Collaboration" will complete only Parts I and IV of the exhibit 300.</p>	
<p><b>IV.A. Multi-Agency Collaboration Oversight (All Capital Assets)</b></p> <p>Description: Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.</p>	
<p><b>IV.A.1. Stakeholder Table</b></p> <p>Description: As a joint exhibit 300, please identify all the agency stakeholders (all participating agencies, this should not be limited to agencies with financial commitment). All agency stakeholders should be listed regardless of approval. If the partner agency has approved this joint exhibit 300 please provide the date of approval.</p>	
<p><b>IV.A.2. Partner Capital Assets within this Investment</b></p> <p>Description: Provide the partnering strategies you are implementing with the participating agencies and organizations. Identify all partner agency capital assets (including shared service providers) supporting the common solution (section 300.7); Managing Partner capital assets should also be included in this joint exhibit 300. These capital assets should be included in the Summary of Spending table of Part I, Section B. All partner agency migration investments should also be included in this table. Funding contributions/fee-for-service transfers should not be included in this table. (Partner Agency UPIs should also appear on the Partner Agency's exhibit 53.)</p>	
<p><b>IV.A.3. Partner Funding Strategies (\$millions)</b></p> <p>Description: For jointly funded initiative activities, provide in the "Partner Funding Strategies Table": the name(s) of partner agencies; the UPI of the partner agency investments; and the partner agency contributions for CY and BY. Please indicate partner contribution amounts (in-kind contributions should also be included in this amount) and fee-for-service amounts. (Partner Agency Asset UPIs should also appear on the Partner Agency's exhibit 53. All fee-for-service reimbursements for Shared Service Providers should be included in this table. For non-IT fee-for-service amounts the Partner exhibit 53 UPI can be left blank) (IT migration investments should not be included in this table)</p>	
<p><b>IV.A.4. Did you conduct an alternatives analysis for this investment?</b></p> <p>Description: An Alternatives Analysis for multi-agency collaborations should also be performed. This should be available upon request. Use OMB Circular A-94 for all investments and the Clinger Cohen Act of 1996 for IT investments to determine the criteria you should use in your Benefit/Cost Analysis.</p>	
<p><b>IV.A.4.a. If "yes," what is the date the analysis was completed?</b></p>	
<p><b>IV.A.4.b. If "no," what is the anticipated date this analysis will be completed?</b></p>	
<p><b>IV.A.4.c. If no analysis is planned, please briefly explain why:</b></p> <p>Description: (Up to 500 characters)</p>	
<p><b>IV.A.5. Does this investment replace any legacy systems investments?</b></p> <p>Description: Disposition costs (costs of retirement of legacy systems) may be included as a category in Part I, Section B, Summary of Funding, or in separate investments, classified as major or non-major. For legacy system investments being replaced by this investment, include the following data on these legacy investments.</p>	
<p><b>IV.A.6. For Multi-Agency Investments, Cost and Schedule Milestone table should be completed in the same format as Part II Section A and Part III Section A, above.</b></p>	
<p><b>IV.A.6.a. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:</b></p> <p>Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.</p>	



**Exhibit 300 FY2011****NHTSA020: Artemis****Part I: Summary Information And Justification (All Capital Assets)**

Description: In Part I, complete Sections A, B, C, and D for all capital assets (IT and non-IT). Complete Sections E and F for IT capital assets.

**I.A. Overview (All Capital Assets)**

Description: The following series of questions are to be completed for all investments.

I.A.1. Date of Submission:	2009-07-15
I.A.2. Agency:	021
I.A.3. Bureau:	18
I.A.4. Name of this Investment: Description: (Up to 250 characters)	NHTSA020: Artemis
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-18-01-14-02-1170-00
I.A.6. What kind of investment will this be in FY2011? Description: Please NOTE: Investments moving to O&M in FY2011, with Planning/Acquisition activities prior to FY2011 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.7. What was the first budget year this investment was submitted to OMB?	FY2001 or earlier
I.A.8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits. Description: (Up to 2500 characters)	
<p>Artemis is a mission-critical system that directly supports NHTSA in its mission to reduce fatalities, injuries and economic loss resulting from traffic crashes. Artemis provides an efficient means to identify serious safety defects early in the vehicle equipment and component production cycle and influences safety recalls promoting a safer environment for drivers and passengers across the nation. Artemis provides secure collection and centralized storage of critical safety information, including imaging and document management capabilities, data analysis tools, and a public website for information dissemination and consumer data collection in accordance with E-gov objectives. Artemis is essential to meet legislative requirements enacted in 2000 called The Transportation Recall Enhancement, Accountability and Documentation (or TREAD) Act. The law increases consumer safety through mandates assigned to NHTSA. It was drafted in response to fatalities related to vehicle crashes, and was influenced by manufacturers of vehicles, tires, child safety seats, and equipment, as well as consumer safety advocates. During initial development, NHTSA conducted an alternatives analysis in 2001 and determined that Artemis was the best suited solution to meet the following major components of the TREAD Act: 1) Requires that vehicle manufacturers report to the National Highway &amp; Transportation Safety Administration (NHTSA) when they conduct a safety recall or other safety campaign in a foreign country; 2) Require that vehicle manufacturers report information related to defects, reports of injury or death related to its products, as well as other relevant data in order to comply with "Early Warning" requirements; 3) Require that NHTSA have the ability to report non-compliance when a vehicle manufacturer intentionally violates the new reporting requirements when a safety-related defect has subsequently caused death or serious bodily injury. In order to satisfy the requirements of 49 CFR Part 579 (Early Warning), over 700 manufacturers of motor vehicles, tires, child safety seats, and motor vehicle equipment, submit quarterly reports to NHTSA via Artemis and its secure FTP servers. Without Artemis, there would be no reasonable alternative to collect and analyze the huge volumes of data received. Approximately 275 internal users access Artemis via secure INTRANET and there are over 9,500 unique visitors of the public website each day.</p>	
I.A.8.a. Enter dates for approved rebaselining, alternative analysis, and risk management plan and risk register information. Description: Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register. (Up to 500 characters)	
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	yes
I.A.9.a. If "yes," what was the date of this approval?	2008-08-25
I.A.10. Contact information of Program/Project Manager	
I.A.10.a. Name: Description: (Up to 250 characters)	Borris, Frank
I.A.10.b. Phone Number: Description: (Up to 250 characters)	202 366 8089
I.A.10.c. E-mail: Description: (Up to 250 characters)	frank.borris@dot.gov
I.A.11. What project management qualifications does the Project Manager have? (per FAC-P/PM)?	Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
I.A.12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):	



I.A.12.a. Financial Management System Table	
I.A.12.b. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMA compliance area that this investment addresses (choose only one):	

## I.B. Summary of Funding (Budget Authority for Capital Assets)

### I.B.1. Summary of Funding Table

Description: Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The "TOTAL" estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition," and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long term energy, environmental, decommissioning, and/or restoration costs. Funding for all costs associated with the entire life-cycle of the investment should be included in this report. Funding levels should be shown for budget authority by year consistent with funding levels in Exhibit 53. The Summary of Funding table shall include the amounts allocated to the investment from, and should be directly tied to, the Fiscal Year Budget. This includes direct appropriations (discretionary or mandatory accounts), user fees, and approved self-funding activities and will provide the actual annual "budget" for the investment. This "budget" will be a subset of the congressionally approved budget for each fiscal year. This will provide Departments/Agencies and OMB useful information on the actual Fiscal Year dollars being asked for and spent on an investment.

NOTE: For the multi-agency investments, this table should include all funding (both managing partner and partner agencies). Government FTE Costs should not be included as part of the TOTAL represented.

#### I.B.1.a. Summary of Spending for Project Phases (Reported in Millions)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 2015 and beyond	Total
Planning	\$0.600	\$0.020	\$0.000	\$0.100	\$0.000	\$0.000	\$0.000	\$0.000	\$0.720
Acquisition	\$10.216	\$0.200	\$0.000	\$1.900	\$0.000	\$0.000	\$0.000	\$0.000	\$12.316
Subtotal Planning and Acquisition	\$10.816	\$0.220	\$0.000	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000	\$13.036
Operations and Maintenance	\$13.876	\$2.250	\$2.339	\$2.385	\$2.432	\$2.480	\$0.000	\$0.000	\$25.762
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$24.692	\$2.470	\$2.339	\$4.385	\$2.432	\$2.480	\$0.000	\$0.000	\$38.798
Government FTE Costs	\$1.066	\$0.152	\$0.156	\$0.161	\$0.166	\$1.720	\$0.000	\$0.000	\$3.421
TOTAL	\$25.758	\$2.622	\$2.495	\$4.546	\$2.598	\$4.200	\$0.000	\$0.000	\$42.219

#### I.B.1.b. Summary of Spending for Project Phases (Government FTE Costs Only)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 2015 and beyond	Total
Number of FTE represented by Costs	7	1	1	1	1	1	0	0	12

I.B.2. If the summary of funding has changed from the FY2010 President's budget request, briefly explain those changes:  
Description: (Up to 2500 characters)

## I.C. Acquisition/Contract Strategy (All Capital Assets).

I.C.1. Complete the table for all (including all non-Federal) contracts and/or task orders currently in place or planned for this investment. Total Value should include all option years for each contract. Contracts and/or task orders completed do not need to be included.

Description: Alternative Financing Options Abbreviations: ESPC - Energy savings performance contract; UESC - Utility energy efficiency service contract; EUL - Enhanced use lease contract; N/A - no alternative financing used.  
Character Limitations: Contract or Task Order Number - 250 Characters; Type of Contract/Task Order - 250 Characters;

Contract or Task	Type of Contract/Task	Has the contract	If so what is the	Start date of Contract/Task	End date of Contract/Task	Total Value of Contract/Task	Is this an Interagency	Is it performance	Competitively awarded?	What, if any,	Is EVM in the
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Order Number	Order (In accordance with FAR Part 16)	been awarded? (Y/N)	date of the award? If not, what is the planned award date?	Order	Order	Order (\$M)	Acquisition? (Y/N)	based? (Y/N)	(Y/N)	alternative financing option is being used?	contract? (Y/N)
GWA-HS-33	General Working Agreement between NHTSA and VOLPE for Application Maintenance and Development Services	yes	2006-04-12	2006-05-01	2011-04-30	\$10.617	yes	yes	yes	NA	yes
DTNH22-07-N-00009	Interagency Agreement	yes	2007-08-08	2007-08-08	2012-08-07	\$2.168	yes	yes	yes	NA	yes

I.C.2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:.

Description: (Up to 2500 characters).

I.C.3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements?

no

I.C.3.a. If "yes," what is the date?

## I.D. Performance Information (All Capital Assets)

### I.D.1. Performance Information Table.

Description: In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan and the relevant Agency Segment Architecture. The investment must discuss its performance measures in support of the agency's mission and strategic goals as outlined in the corresponding Segment Architecture. Performance measures (indicators) must be provided. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the completion date of the module, milestones, or investment, or general goals, such as "significant," "better," "improved," that do not have a quantitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at <http://www.whitehouse.gov/omb/e-gov/>. The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2007	Safety	Customer Results	Accuracy of Service or Product Delivered	Public Website Data Quality: Reduce number of duplicate and missing products from drop down menus. Proper identification of affected products is critical to NHTSA's ability to quickly identify safety defect trends.	5% of complaints received via public website contain unknown, improper, or duplicate products. This requires rework and reduces efficiency	Reduce invalid complaint products to 2.5%.	Invalid complaint products reduced to 2.1%. This result was achieved through the efforts of a dedicated data quality team.
2007	Safety	Mission and Business Results	Information Management	The vast data collected under 49 CFR Part 579 (Early Warning Reporting) have significantly increased the quantity of safety data each investigator is required to process.	28 issues evaluated and presented per staff member per year	Increase issues evaluated by 10%	Average number of issues evaluated per staff member increased to 35 per year.
2007	Safety	Processes and Activities	Errors	Improve image quality of legacy investigation files	A sample of 50 records indicates 8% are difficult for	Reduce number of poor quality scans to 6%.	The number of poor quality scans has been reduced

				that may have been scanned at low resolution.	the average consumer to read.		to 4%.
2007	Safety	Technology	Reliability	Decrease downtime of optical character recognition module	5% downtime	Decrease downtime to 4%	Downtime of OCR was reduced to zero.
2008	Safety	Customer Results	Access	Reduce customer burden when reporting alleged safety defects. This will reduce the quantity of dropped complaints and improve NHTSA's ability to identify safety defect trends.	Current online complaint form requires 5-8 minutes to complete.	Reduce average complaint submission duration by 25%.	Reduced to average of 4.5 minutes.
2008	Safety	Mission and Business Results	Ground Transportation	Number of potential safety issues evaluated per staff year	28 issues evaluated and presented per staff year	Increase by 15%	35 issues evaluated per staff year
2008	Safety	Processes and Activities	Errors	Improve image quality of legacy investigation files that may have been scanned at low resolution.	6%	4%	4%
2008	Safety	Technology	Technology Improvement	Implement use of digital signatures on investigation and recall documents to reduce scanning burden.	There is currently no use of digital signatures.	Implement use of digital signatures on investigation resumes and recall acknowledgement letters.	The goal has been made part of a pilot to implement the use of digital signatures as part of the Department's HSPD-12 solution. Alternatives are being evaluated.
2009	Safety	Customer Results	New Customers and Market Penetration	Increase availability of safety data collection by designing an implementing an online option for hispanic complainants.	The only current option for hispanic complaints is to contact the Vehicle Safety Hotline.	Implement a Spanish language online form for use by the general public and on the Vehicle Safety Hotline data entry module.	Post results no later than Oct 2009
2009	Safety	Technology	Technology Improvement	Use of HSPD-12 compliant technology to control role-based access.	There are no (zero) Artemis users making use of HSPD-12 compliant technology or access.	Demonstrate use of HSPD-12 compliant, role-based system access for 15 Artemis users with access to SPII and/or BCI.	Post results no later than Oct 2009
2009	Safety	Processes and Activities	Errors	Improve image quality of legacy investigation files that may have been scanned at low resolution.	0.04	0.02	Post results no later than Oct 2009
2009	Safety	Technology	System Response Time	Reduce system response time for simple workflow commands.	Current document approvals average 30-60 seconds.	10-15 seconds	Post results no later than Oct 2009
2010	Safety	Customer Results	Service Availability	Centralized availability of complete investigation files for public access.	15% of investigation files are stored in separate databases due to differences in files structure or proprietary readers.	Reduce to 10%	Post results no later than Oct 2010
2010	Safety	Mission and Business Results	Information Security	Use of HSPD-12 compliant technology to control role-based access.	15 users	All users with access to PII	Post results no later than Oct 2010
2010	Safety	Processes and Activities	Complaints	Reduce number of complaints received by the Vehicle Safety Hotline concerning	30 complaints/year	20 complaints/year	Oct 2010

				inability to file a complaint due to missing products.			
2010	Safety	Technology	Functionality	Options for searching recall database via the public website	There are currently 5 options for searching the recalls database. Consumers have requested more options including word searching.	Increase search options to find key words.	Oct 2010
2011	Safety	Customer Results	Service Availability	Centralized availability of complete investigation files for public access.	15% of investigation files are stored in separate databases due to differences in files structure or proprietary readers.	Reduce to 10%	Post results no later than Oct 2011
2011	Safety	Mission and Business Results	Information Security	Use of HSPD-12 compliant technology to control role-based access.	15 users	All users with access to PII	Post results no later than Oct 2011
2011	Safety	Processes and Activities	Complaints	Reduce number of complaints received by the Vehicle Safety Hotline concerning inability to file a complaint due to missing products.	30 complaints/year	20 complaints/year	40817
2011	Safety	Technology	Functionality	Options for searching recall database via the public website	There are currently 5 options for searching the recalls database. Consumers have requested more options including word searching.	Increase search options to find key words.	40817
2012	Safety	Customer Results	Service Availability	Centralized availability of complete investigation files for public access.	15% of investigation files are stored in separate databases due to differences in files structure or proprietary readers.	Reduce to 10%	Post results no later than Oct 2012
2012	Safety	Mission and Business Results	Information Security	Use of HSPD-12 compliant technology to control role-based access.	15 users	All users with access to PII	Post results no later than Oct 2012
2012	Safety	Processes and Activities	Complaints	Reduce number of complaints received by the Vehicle Safety Hotline concerning inability to file a complaint due to missing products.	30 complaints/year	20 complaints/year	41183
2012	Safety	Technology	Functionality	Options for searching recall database via the public website	There are currently 5 options for searching the recalls database. Consumers have requested more options including word searching.	Increase search options to find key words.	41183
2013	Safety	Customer Results	Service Availability	Centralized availability of complete investigation files for public access.	15% of investigation files are stored in separate databases due to differences in files structure or proprietary readers.	Reduce to 10%	Post results no later than Oct 2013
2013	Safety	Mission and Business Results	Information Security	Use of HSPD-12 compliant technology to control role-based access.	15 users	All users with access to PII	Post results no later than Oct 2013

2013	Safety	Processes and Activities	Complaints	Reduce number of complaints received by the Vehicle Safety Hotline concerning inability to file a complaint due to missing products.	30 complaints/year	20 complaints/year	41548
2013	Safety	Technology	Functionality	Options for searching recall database via the public website	There are currently 5 options for searching the recalls database. Consumers have requested more options including word searching.	Increase search options to find key words.	41548
2014	Safety	Customer Results	Service Availability	Centralized availability of complete investigation files for public access.	15% of investigation files are stored in separate databases due to differences in files structure or proprietary readers.	Reduce to 10%	Post results no later than Oct 2014
2014	Safety	Mission and Business Results	Information Security	Use of HSPD-12 compliant technology to control role-based access.	15 users	All users with access to PII	Post results no later than Oct 2014
2014	Safety	Processes and Activities	Complaints	Reduce number of complaints received by the Vehicle Safety Hotline concerning inability to file a complaint due to missing products.	30 complaints/year	20 complaints/year	41913
2014	Safety	Technology	Functionality	Options for searching recall database via the public website	There are currently 5 options for searching the recalls database. Consumers have requested more options including word searching.	Increase search options to find key words.	41913
2015	Safety	Customer Results	Service Availability	Centralized availability of complete investigation files for public access.	15% of investigation files are stored in separate databases due to differences in files structure or proprietary readers.	Reduce to 10%	Post results no later than Oct 2015
2015	Safety	Mission and Business Results	Information Security	Use of HSPD-12 compliant technology to control role-based access.	15 users	All users with access to PII	Post results no later than Oct 2015
2015	Safety	Processes and Activities	Complaints	Reduce number of complaints received by the Vehicle Safety Hotline concerning inability to file a complaint due to missing products.	30 complaints/year	20 complaints/year	42278
2015	Safety	Technology	Functionality	Options for searching recall database via the public website	There are currently 5 options for searching the recalls database. Consumers have requested more options including word searching.	Increase search options to find key words.	42278

### I.E. Security (IT Capital Assets)

Description: For IT investments, agencies should maintain up-to-date tracking of which systems in the FISMA inventory support any IT investment. Linking major IT investments to FISMA systems will be addressed outside the context of the A-11 budget submission of the Exhibit 300.

## I.F. Enterprise Architecture (EA) (IT Capital Assets only)

Description: In order to successfully address this area of the capital asset plan and business case, the investment must be included in the agency's EA and Capital Planning and Investment Control (CPIC) process and mapped to and supporting the FEA. The business case must demonstrate the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

Have the requisite investment-level architecture documentation requirements (e.g., reference model mappings, FTF mappings, etc.) for this investment been documented in the corresponding Segment Architecture? For detailed guidance regarding segment architecture requirements, please refer to <http://www.whitehouse.gov/omb/e-gov/>. See this guidance also regarding the reporting of six digit codes corresponding to agency segment architectures in Exhibit 53, and, for limited cases determined by the Chief Architect, reporting an investment alignment with multiple segments.

I.F.1. Is this investment included in your agency's target enterprise architecture? yes

## Part II: Planning, Acquisition and Performance Information

Description: Part II should be completed only for investments identified as "Planning" or "Full Acquisition," or "Mixed Life Cycle" investments in response to Question 6, Part I, Section A above.

### II.A. Cost and Schedule Performance (All Capital Assets)

Description: Agencies should be measuring the performance of operational assets against the baseline established during the planning or full acquisition phase (i.e., operational analysis), or, where approved, the current baseline, and be properly operating and maintaining the asset to maximize its useful life. Operational analysis may identify the need to redesign or modify an asset by identifying previously undetected faults in design, construction, or installation/integration, highlighting whether actual operation and maintenance costs vary significantly from budgeted costs, or documenting that the asset is failing to meet program requirements.

EVM is required only on Planning or Acquisitions portions of investments. For mixed lifecycle investments, O&M milestones should still be included in the cost and schedule performance table. This table should accurately reflect the milestones in the initial baseline or approved current baseline.

For investments including Planning or Acquisitions spending, complete the following table on milestones used to measure cost and schedule performance, representing only one level of the investment's Work Breakdown Structure. This should generally show Level 3 of the Work Breakdown Structure. For activities related to Operations and Maintenance included in Mixed Life Cycle investments, provide milestones used to track cost and schedule performance in the same format used for development activities milestones in this same table.

#### II.A.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/"04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.

WBS Level	Description of Milestone	Planned Cost (\$M)	Actual Cost (\$M)	Planned Start Date (yyyy-mm-dd)	Actual Start Date (yyyy-mm-dd)	Planned Completion Date (yyyy-mm-dd)	Actual Completion Date (yyyy-mm-dd)	Planned Percent Complete	Actual Percent Complete
	NHTSA/ODI Support (Definition Phase)	\$0.160	\$0.160			2001-06-14	2001-06-14	100.00	100.00
	Facilitation Consultants	\$0.170	\$0.160			2002-04-27	2002-03-31	100.00	100.00
	Image and Text Extraction Analysis	\$0.180	\$0.180			2002-04-30	2002-04-30	100.00	100.00
	Correspondence Management	\$0.030	\$0.030			2002-05-20	2002-05-20	100.00	100.00
	Coding-Document Management	\$0.290	\$0.330			2002-06-28	2002-09-06	100.00	100.00
	Purchase Production Environment	\$0.900	\$1.100			2002-10-04	2002-10-04	100.00	100.00
	Enhanced EVOQ	\$0.200	\$0.200			2002-07-31	2002-10-11	100.00	100.00
	Coding Internet Questionnaire	\$0.040	\$0.030			2002-09-30	2002-10-25	100.00	100.00
	Coding- User Notification of Select Data	\$0.060	\$0.060			2002-08-02	2002-10-25	100.00	100.00
	Coding-DIMS functionality	\$0.590	\$0.680			2002-09-28	2002-10-25	100.00	100.00
	Coding-AD Hoc Query and Reporting	\$0.090	\$0.090			2002-09-28	2002-10-25	100.00	100.00
	Training Development and Delivery	\$0.130	\$0.140			2002-10-23	2002-12-13	100.00	100.00
	Help Desk	\$0.030	\$0.040			2002-10-31	2002-12-13	100.00	100.00
	Preproduction O&M Support	\$0.180	\$0.180			2003-03-31	2002-12-16	100.00	100.00
	Public Website Implementation	\$0.220	\$0.210			2002-09-30	2002-12-20	100.00	100.00
	Coding Workflow	\$0.230	\$0.230			2003-01-02	2003-01-31	100.00	100.00

	Coding- System Change Request Tool	\$0.020	\$0.020			2002-09-27	2003-02-07	100.00	100.00
	Data Migration	\$0.140	\$0.150			2002-08-30	2003-02-24	100.00	100.00
	Beta Test	\$0.090	\$0.230			2002-10-08	2003-02-28	100.00	100.00
	General Design	\$0.630	\$0.620			2003-02-28	2003-02-28	100.00	100.00
	Manufacture File Conversion	\$0.150	\$0.140			2003-03-29	2003-03-31	100.00	100.00
	Data Analysis Capability	\$0.050	\$0.050			2003-03-31	2003-03-31	100.00	100.00
	Coding- Standard Reports	\$0.160	\$0.170			2002-09-28	2003-03-31	100.00	100.00
	Coding-Online Help	\$0.080	\$0.070			2003-03-31	2003-03-31	100.00	100.00
	System Testing	\$0.180	\$0.180			2004-03-12	2003-03-31	100.00	100.00
	Technical Management	\$0.230	\$0.230			2003-03-29	2003-03-31	100.00	100.00
	Volpe Labor	\$0.280	\$0.280			2003-03-31	2003-03-31	100.00	100.00
	Phase II Requirements Development	\$0.050	\$0.050			2003-06-25	2003-06-27	100.00	100.00
	Manufacturer EWR Data Submission, Validation and Notification	\$0.810	\$0.800			2003-09-29	2003-09-30	100.00	100.00
	Planning for Host Site	\$0.430	\$0.390			2003-09-30	2003-09-30	100.00	100.00
	Surveillance/Foreign Recall Intranet/SSV Intranet/Hardcopy Logging	\$0.280	\$0.280			2003-12-11	2003-12-05	100.00	100.00
	FY 2003 Operations and Maintenance	\$2.700	\$2.170			2004-07-30	2004-01-15	100.00	100.00
	Phase II EWR Testing Support	\$0.060	\$0.060			2004-02-27	2004-03-11	100.00	100.00
	Phase II EWR Training Support	\$0.020	\$0.020			2004-03-12	2004-03-12	100.00	100.00
	Field Reports/Flat File Extracts/Miss. Reports/Foreign Recall Internet	\$0.570	\$0.570			2004-02-28	2004-03-23	100.00	100.00
	Phase I Remediation	\$1.000	\$1.000			2004-07-30	2004-07-28	100.00	100.00
	System Design and Operations Documentation	\$0.130	\$0.130			2004-07-31	2004-07-31	100.00	100.00
	Purchase Development Environment	\$0.400	\$0.400			2004-07-31	2004-07-31	100.00	100.00
	Travel	\$0.070	\$0.070			2003-03-31	2004-07-31	100.00	100.00
	FY 2004 Operations and Maintenance	\$2.300	\$2.290			2004-12-16	2005-02-25	100.00	100.00
	FY 2005 Operations and Maintenance	\$2.500	\$2.460			2005-12-16	2005-12-16	100.00	100.00
	Technology Refresh	\$1.120	\$1.030			2006-11-30	2006-11-24	100.00	100.00
	FY 2006 Operations and Maintenance	\$2.000	\$1.950			2006-12-16	2006-12-21	100.00	100.00
	FY 2007 Contingency	\$0.500	\$0.490			2007-09-30	2007-09-21	100.00	100.00
	FY 2007 Operations and Maintenance	\$2.080	\$2.060			2007-12-16	2007-12-14	100.00	100.00
	FY 2008 Operations and Maintenance	\$2.160	\$1.820			2008-09-30		100.00	100.00
	FY 2009 Operations and Maintenance	\$2.250	\$2.238			2009-09-30		100.00	100.00
	FY 2009 Planning/Acquisition	\$0.220	\$0.214			2009-09-30		100.00	100.00
	FY 2010 Operations and Maintenance	\$2.340	\$0.000			2010-09-30		0.00	0.00
	FY 2011 Operations and Maintenance	\$2.380	\$0.000			2011-09-30		0.00	0.00
	FY 2012 Operations and Maintenance	\$2.430	\$0.000			2012-09-30		0.00	0.00
	FY 2013 Operations and Maintenance	\$2.480	\$0.000			2013-09-30		0.00	0.00



### Part III: For "Operation and Maintenance" Investments ONLY (Steady State)

Description: Part III should be completed only for investments identified as "Operations and Maintenance" (Steady State) in response to Question 6 in Part I, Section A above.

#### III.A. Cost and Schedule Performance

Description: For investments classified as Operations and Maintenance investments, complete the following table on milestones used to measure cost and schedule performance, representing only one level of the investment's Work Breakdown Structure. This should generally show Level 3 of the Work Breakdown Structure.

##### III.A.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.

### Part IV: Planning for "Multi-Agency Collaboration" ONLY

Description: Part IV should be completed only for investments identified as an E-Gov initiative, a Line of Business (LOB) Initiative, or a Multi-Agency Collaboration effort. The "Multi-Agency Collaboration" choice should be selected in response to Question 6 in Part I, Section A above. Investments identified as "Multi-Agency Collaboration" will complete only Parts I and IV of the exhibit 300.

#### IV.A. Multi-Agency Collaboration Oversight (All Capital Assets)

Description: Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.

##### IV.A.1. Stakeholder Table

Description: As a joint exhibit 300, please identify all the agency stakeholders (all participating agencies, this should not be limited to agencies with financial commitment). All agency stakeholders should be listed regardless of approval. If the partner agency has approved this joint exhibit 300 please provide the date of approval.

##### IV.A.2. Partner Capital Assets within this Investment

Description: Provide the partnering strategies you are implementing with the participating agencies and organizations. Identify all partner agency capital assets (including shared service providers) supporting the common solution (section 300.7); Managing Partner capital assets should also be included in this joint exhibit 300. These capital assets should be included in the Summary of Spending table of Part I, Section B. All partner agency migration investments should also be included in this table. Funding contributions/fee-for-service transfers should not be included in this table. (Partner Agency UPIs should also appear on the Partner Agency's exhibit 53.)

##### IV.A.3. Partner Funding Strategies (\$millions)

Description: For jointly funded initiative activities, provide in the "Partner Funding Strategies Table": the name(s) of partner agencies; the UPI of the partner agency investments; and the partner agency contributions for CY and BY. Please indicate partner contribution amounts (in-kind contributions should also be included in this amount) and fee-for-service amounts. (Partner Agency Asset UPIs should also appear on the Partner Agency's exhibit 53. All fee-for-service reimbursements for Shared Service Providers should be included in this table. For non-IT fee-for-service amounts the Partner exhibit 53 UPI can be left blank) (IT migration investments should not be included in this table)

##### IV.A.4. Did you conduct an alternatives analysis for this investment?

Description: An Alternatives Analysis for multi-agency collaborations should also be performed. This should be available upon request. Use OMB Circular A-94 for all investments and the Clinger Cohen Act of 1996 for IT investments to determine the criteria you should use in your Benefit/Cost Analysis.

##### IV.A.4.a. If "yes," what is the date the analysis was completed?

##### IV.A.4.b. If "no," what is the anticipated date this analysis will be completed?

##### IV.A.4.c. If no analysis is planned, please briefly explain why:

Description: (Up to 500 characters)

##### IV.A.5. Does this investment replace any legacy systems investments?

Description: Disposition costs (costs of retirement of legacy systems) may be included as a category in Part I, Section B, Summary of Funding, or in separate investments, classified as major or non-major. For legacy system investments being replaced by this investment, include the following data on these legacy investments.

IV.A.6. For Multi-Agency Investments, Cost and Schedule Milestone table should be completed in the same format as Part II Section A and Part III Section A, above.



**IV.A.6.a. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:**

Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.

Exhibit 300 FY2011	
NHTSA304: EDS (Merged NHTSA004 & NHTSA022)	
<b>Part I: Summary Information And Justification (All Capital Assets)</b>	
Description: In Part I, complete Sections A, B, C, and D for all capital assets (IT and non-IT). Complete Sections E and F for IT capital assets.	
<b>I.A. Overview (All Capital Assets)</b>	
Description: The following series of questions are to be completed for all investments.	
I.A.1. Date of Submission:	2009-07-15
I.A.2. Agency:	021
I.A.3. Bureau:	18
I.A.4. Name of this Investment: Description: (Up to 250 characters)	NHTSA304: EDS (Merged NHTSA004 & NHTSA022)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53.9. For all other, use agency ID system.	021-18-01-19-02-1040-00
I.A.6. What kind of investment will this be in FY2011? Description: Please NOTE: Investments moving to O&M in FY2011, with Planning/Acquisition activities prior to FY2011 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.7. What was the first budget year this investment was submitted to OMB?	FY2001 or earlier
I.A.8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits. Description: (Up to 2500 characters)	
<p>The Electronic Data System (EDS) provides the tools and the infrastructure to allow multiple and co-existing data collection projects to efficiently share resources while delivering a wide spectrum of crash data for agency, department and Congressional use in formulating and supporting government policy. Field data collection of motor vehicle traffic crash data is the primary task and function of EDS, but there are dozens of support applications within the system that work to ensure timeliness, data quality, efficiency and task coordination. Designed to be a reusable infrastructure rather than a single use system, EDS is based on a set of core data structures and variables that are common to motor vehicle traffic crashes. In addition, the physical design of the EDS network has proven to provide a stable and secure environment for collection and migration of collected data. The backbone of the EDS infrastructure is a frame relay network that provides secure, efficient and cost-effective transmission of data among 4 management centers and 27 field offices. EDS supports the DOT Strategic Goal of Safety and supports the 4-point NHTSA Strategic Goal number 4 which includes: 1. Improving data collection and analysis 2. Better identify and understand problems 3. Support and evaluate programs 4. Expedite the availability of information to customers and partners. Projects within EDS The National Automotive Sampling System (NASS)/Crashworthiness Data System (CDS) collects detailed crash. 4500 to 5000 cases per year. NASS/General Estimates System (GES) collects generalized crash data based on completed Police Accident Reports (PARs). Approximately 50,000 cases per year. Special Crash Investigations (SCI) performs in-depth investigations on new and emerging vehicle and/or safety technology as well as agency special interest cases. Staffed with most experienced researchers. The Crash Injury Research &amp; Engineering Network (CIREN) is a hospital based system that focuses on collection of detailed injury data on occupants of light motor vehicle traffic crashes. CIREN researches approximately 350 crashes per year. The National Motor Vehicle Crash Causation Study (NMVCCS) collects detailed data on motor vehicle crashes similar to CDS although NMVCCS is a limited time study that adds an on scene component to the research. EDS has also hosted several Special Studies. UPDATE: August 2008 - Initiated EDS/FARS Consolidation Project.</p>	
I.A.8.a. Enter dates for approved rebaselining, alternative analysis, and risk management plan and risk register information. Description: Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register. (Up to 500 characters)	
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	yes
I.A.9.a. If "yes," what was the date of this approval?	2008-08-25
I.A.10. Contact information of Program/Project Manager	
I.A.10.a. Name: Description: (Up to 250 characters)	Fahey, Timothy
I.A.10.b. Phone Number: Description: (Up to 250 characters)	202-493-0026
I.A.10.c. E-mail: Description: (Up to 250 characters)	tim.fahey@dot.gov
I.A.11. What project management qualifications does the Project Manager have? (per FAC-P/PM)?	Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
I.A.12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):	

I.A.12.a. Financial Management System Table	
I.A.12.b. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFIA compliance area that this investment addresses (choose only one):	

## I.B. Summary of Funding (Budget Authority for Capital Assets)

### I.B.1. Summary of Funding Table

Description: Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The "TOTAL" estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition," and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long term energy, environmental, decommissioning, and/or restoration costs. Funding for all costs associated with the entire life-cycle of the investment should be included in this report. Funding levels should be shown for budget authority by year consistent with funding levels in Exhibit 53. The Summary of Funding table shall include the amounts allocated to the investment from, and should be directly tied to, the Fiscal Year Budget. This includes direct appropriations (discretionary or mandatory accounts), user fees, and approved self-funding activities and will provide the actual annual "budget" for the investment. This "budget" will be a subset of the congressionally approved budget for each fiscal year. This will provide Departments/Agencies and OMB useful information on the actual Fiscal Year dollars being asked for and spent on an investment.

NOTE: For the multi-agency investments, this table should include all funding (both managing partner and partner agencies). Government FTE Costs should not be included as part of the TOTAL represented.

#### I.B.1.a. Summary of Spending for Project Phases (Reported in Millions)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 2015 and beyond	Total
Planning	\$1.327	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050	\$0.000	\$0.000	\$1.577
Acquisition	\$1.814	\$0.345	\$1.082	\$0.449	\$0.450	\$0.360	\$0.000	\$0.000	\$4.500
Subtotal Planning and Acquisition	\$3.141	\$0.395	\$1.132	\$0.499	\$0.500	\$0.410	\$0.000	\$0.000	\$6.077
Operations and Maintenance	\$21.915	\$1.225	\$1.317	\$1.093	\$5.198	\$5.354	\$0.000	\$0.000	\$36.102
Disposition Costs (Optional)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
SUBTOTAL	\$25.056	\$1.620	\$2.449	\$1.592	\$5.698	\$5.764	\$0.000	\$0.000	\$42.179
Government FTE Costs	\$2.602	\$0.304	\$0.254	\$0.503	\$0.503	\$1.068	\$0.000	\$0.000	\$5.234
TOTAL	\$27.658	\$1.924	\$2.703	\$2.095	\$6.201	\$6.832	\$0.000	\$0.000	\$47.413

#### I.B.1.b. Summary of Spending for Project Phases (Government FTE Costs Only)

	PY-1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 2015 and beyond	Total
Number of FTE represented by Costs	35	4	4	4	4	4	0	0	55

I.B.2. If the summary of funding has changed from the FY2010 President's budget request, briefly explain those changes:  
Description: (Up to 2500 characters)

## I.C. Acquisition/Contract Strategy (All Capital Assets).

I.C.1. Complete the table for all (including all non-Federal) contracts and/or task orders currently in place or planned for this investment. Total Value should include all option years for each contract. Contracts and/or task orders completed do not need to be included.

Description: Alternative Financing Options Abbreviations: ESPC - Energy savings performance contract; UESC - Utility energy efficiency service contract; EUL - Enhanced use lease contract; N/A - no alternative financing used.  
Character Limitations: Contract or Task Order Number - 250 Characters; Type of Contract/Task Order - 250 Characters;

Contract or Task	Type of Contract/Task	Has the contract	If so what is the	Start date of Contract/Task	End date of Contract/Task	Total Value of Contract/Task	Is this an Interagency	Is it performance	Competitively awarded?	What, if any,	Is EVM in the
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Order Number	Order (In accordance with FAR Part 16)	been awarded? (Y/N)	date of the award? If not, what is the planned award date?	Order	Order	Order (\$M)	Acquisition? (Y/N)	based? (Y/N)	(Y/N)	alternative financing option is being used?	contract? (Y/N)
PPA-608 with Volpe. DTRT57-06-D-30004 between Volpe and CSC.	Project Plan Agreement with Volpe, Performance based contract with CSC.	yes	2006-02-07	2006-05-01	2011-04-30	\$17.833	no	yes	yes	NA	no

I.C.2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:.

Description: (Up to 2500 characters).

EVM will be required for the DME portion of this investment in BY 09. Currently, EDS is a steady state investment and an Operational Analysis is performed. The EDS acquisition plan is in line with agency acquisition guidelines.

I.C.3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements?

yes

I.C.3.a. If "yes," what is the date?

2008-08-18

## I.D. Performance Information (All Capital Assets)

### I.D.1. Performance Information Table.

Description: In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan and the relevant Agency Segment Architecture. The investment must discuss its performance measures in support of the agency's mission and strategic goals as outlined in the corresponding Segment Architecture. Performance measures (indicators) must be provided. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the completion date of the module, milestones, or investment, or general goals, such as "significant," "better," "improved," that do not have a quantitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at <http://www.whitehouse.gov/omb/e-gov/>. The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2007	Safety	Customer Results	Customer Satisfaction	Rollover Study. Emphasis to collect data to study the role new technology plays in preventing rollovers and mitigating severity. One outcome will be determining which of new variables to keep as part of the existing data systems.	Rollover cases account for 17% of EDS cases	Increase rollover case acquisition by 5%	Target Completion Date: 09/30/2007
2007	Safety	Mission and Business Results	Information Management	NMVCCS Edit Checks. Quality control application used at the local level by field researcher to provide first pass checking and verifying of entered data. This will produce cleaner data files at the earliest stage of the QC process	Initial data entry errors average 6.75 per case	Reduce data entry errors reaching the next step in the QC process by 5%	Target Completion Date: October, 2007. Actually completed and implemented in November 2006. Data entry errors reduced to an average of 6% per case.
2007	Safety	Processes and Activities	Efficiency	WINSMASH. Software that calculates Delta-V (force produced) for vehicles involved in	Application unstable	Stabilize application to reduce reported problems by 50%	Target Completion Date: 09/30/2007. Minor version rev (2.42 to 2.44). Rlse of WinSmash 2007

				crash. Instability problems cause application/machine lock up. Resolving these issues will stabilize the application and increase the efficiency of overall case data			showed improvement in stability and ease of use. Task extended to 6/30/2008 for release of WinSmash 2008, which is designed to attain target.
2007	Safety	Technology	External Data Sharing	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	No case PRINT function via the online CaseViewer	Availability of 2005, 2004 CDS data in XML. PRINT function through web CaseViewer	Completed: March, 2007
2008	Organizational Excellence	Processes and Activities	Efficiency	Decrease system overhead for HW acquisition, support and maintenance. Increase quality control thru transcription method.	Migration of NASS field data collection methodology from tablet PC based to hybrid system relying on the use of paper forms and transcription to laptop PCs. User acceptance of tablet PCs did not meet expectations as planned when implemented in 1997.	Reduce infrastructure costs, increase HW reliability and increase user acceptance of data collection tools.	TBD. Cost savings immediate. Field performance and quality issues to be analyzed at the end of the current data collection year (January 2009).
2008	Organizational Excellence	Technology	Technology Improvement	Provide feasibility answer. Provide alternatives if feasible.	FARS/GES Compatibility Study to determine the feasibility of combining some/all aspects of Fatality Analysis Reporting System (FARS) and NASS General Estimates System (GES).	Delivered 4/8/2008 to EDS Mgmt	TBD. FARS/GES Feasibility Study made available to CIO at 2Q TRB
2008	Safety	Customer Results	Customer Satisfaction	Institute a compatibility working group to analyze the data sets of the different data systems and recommend a plan for consistency across the different projects.	The EDS data collection programs have a number of similar variables with other outside data programs (e.g. FARS, MMUCC). These variables may not have the same attributes so are not compatible when comparing across different data systems.	Publish and finalize all changes by end of CY 2008.	Target Completion Date: September, 2008. Reprioritized and moved to FY2010. Expanded to include detailed analysis of FARS/GES compatibility.
2008	Safety	Mission and Business Results	Information Management	CDS Edit Checks. Quality control application used at the local level by field researcher to provide first pass checking and verifying of entered data. This will produce cleaner data files at the earliest stage of the QC process	2006 Performance Metric Results	Reduce data entry errors reaching the next step in the QC process by 5%	Target Completion Date: November, 2007. Deployed January 2008. Results to follow (6 month figures by 9/30/2008)
2008	Safety	Mission and Business Results	Information Sharing	Availability of case data thru web site.	No online availability of data for Large Truck Crash Causation Study (LTCCS) or National Motor Vehicle Crash Causation Survey	Provide XML CaseViewers for NMVCCS/LTCCS data	Due by 9/30/2008

					(NMVCCS)		
2008	Safety	Processes and Activities	Efficiency	Side Impact data collection	Minimum data collection regarding side impacts to include crush profile, intrusion.	Expansion of information collected on side impact crashes to support agency rulemaking on side air bags	Implementation Date: January 2008
2008	Safety	Technology	External Data Sharing	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	No case PRINT function via the online CaseViewer	Availability of 2003, 2002 CDS data in XML. PRINT function through web CaseViewer	Target Completion Date: June, 2008. NEW target date of 9/30/2008. This goal has been reprioritized for 2006/2007 CDS data. 2003/2002 data TBD. (May 2008) Cancelled. No ROI given flat funding. Delphi-based viewer will be replaced with XML version.
2008	Security	Processes and Activities	Security	100% transfer of paper records to Gvt approved NARA storage site while maintaining accessibility to customers. This will also reduce the required EDS infrastructure.	113K+ Paper Cases have been stored via contract to private sector to respond to requests for paper cases since 1990. Cases can contain Personally Identifiable Information (PII) including post-crash scene images and vehicle damage research.	100% migration of paper cases to Gvt approved site by 5/30/2008.	TBD. Project completion date of 5/30/2008.
2008	Security	Technology	Technology Improvement	Passing 2007 C&A	MS-Office XP at field locations would not allow EDS to pass new C&A	Deployment of MS-Office 2003 to EDS field locations before 2007 C&A.	MS-Office deployed to EDS field locations, December 2007
2009	Safety	Mission and Business Results	Information Management	Release of 2008 NMVCCS data before the end of FY2009.	No NMVCCS data is currently available via the NCSA web site (July 2007).	??	Due by 9/30/2009. Project data collection was suspended effective 1/1/2008. There will be no measurement for this project in FY2009
2009	Safety	Technology	External Data Sharing		Availability of NASS CDS data online	Make available CDS data for 2006, 2007 and 2008 data years available via XML CaseViewer	Due By 9/30/2009. 9/10/9 Update: On time.
2009	Security	Processes and Activities	Security	Deployment of eAuthentication processes and technology across EDS	No eAuthentication based on federal standards	100% System deployment	Due by 9/30/2009. Delayed, waiting on agency lead. Moved to FY2010.
2009	Safety	Mission and Business Results	Information Sharing	FARS/GES Consolidation	Fatality Analysis Reporting System (FARS) and General Estimates System (GES) are individual data collection systems using different infrastructures??	Implement recommendation(s) of 2007/2008 feasibility study for consolidation of FARS/GES	TBD. UPDATED 8/15/2008 - Moved from 2010. Standardization of 50 data elements common to FARS and GES will be implemented effective 1/1/2009 (2009 data collection year). Completed 1/1/2009.
2009	Safety	Technology	External Data Sharing	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly	Delphi based online query application which is not user friendly, specifically regarding printing	Public release of Special Crash Investigations (SCI) XML CaseViewer via the NCSA website. 2005/2004	Due by 9/30/2009. (May 2008) Reprioritized to FY2010.

				available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	cases	cases.	
2009	Safety	Mission and Business Results	Information Management	Initiation of EDS/FARS consolidation project.	EDS and FARS are currently separate data collection systems.	Establish Business Case for EDS/FARS Modernization and Consolidation Project	Project initiation documents have been created. IRB will be scheduled; however priority agency project (CARS) will determine exact date of IRB. Project will continue in FY2010.
2010	Safety	Customer Results	Customer Satisfaction	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases	Availability of 2001, 2000 CDS data in XML. PRINT function through web CaseViewer	Target Completion Date: September, 2010. UPDATE 5/2008 - Delayed indefinitely due to reduced resources.
2010	Safety	Mission and Business Results	Information Sharing	FARS/GES Standardization	43 Data elements were standardized into production in FY2009.	Complete data element standardization with 84 remaining data elements.	Due 1/1/2010.
2010	Safety	Mission and Business Results	Information Sharing	Availability of data online	No preliminary case data for current data collection year available online	Availability of current data collection year (2009) data thru XML CaseViewer	TDB. Due 9/30/2010
2010	Safety	Processes and Activities	Productivity	Oracle DB Upgrade	Currently using 9i	Upgrade to 10g	Due 9/30/2010. UPDATE: 9/10/9 - Upgrade will be to Oracle 11g.
2010	Safety	Mission and Business Results	Information Sharing	Adoption of AIS 2005 standards	Currently, EDS utilizes AIS 90 standards. Abbreviated Injury Scale (AIS) is a standard for injury classification.	Upgrade EDS injury resources to use AIS 2005 standards	TDB. Due 9/30/2010. Moved from FY2011.
2010	Safety	Technology	Technology Improvement	Developer Tools Refresh (SW/HW)	Development tools based on 2007 refresh	Upgrade of EDS development tools (HW/SW) at main developer site to provide system developers with the most current market/industry tools and conform to agency standards	Due 9/30/2010.
2010	Security	Processes and Activities	Security	Deployment of eAuthentication processes and technology across EDS	No eAuthentication based on federal standards	100% System deployment	Due by 9/30/2010. Moved to 2010 from 2009. Delayed, waiting on agency lead.
2010	Safety	Technology	External Data Sharing	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases	Public release of Special Crash Investigations (SCI) XML CaseViewer via the NCSA website. 2005/2004 cases.	Due by 9/30/2010. From FY2009. UPDATE: Deliverable will now be 2004-2008.
2010	Safety	Mission and Business Results	Information Management	Initiation of EDS/FARS consolidation project.	EDS and FARS are currently separate data collection systems.	Establish Business Case for EDS/FARS Modernization and	FY2010 Results TBD based on funding.



						Consolidation Project	
2010	Safety	Technology	External Data Sharing	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases	Public release of Special Crash Investigations (SCI) XML CaseViewer via the NCSA website. 2005/2004 cases.	Due by 9/30/2009. (May 2008) Reprioritized to FY2010.
2011	Safety	Customer Results	Customer Satisfaction	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases	Availability of CDS/SCI 1999 case data via XML-based web CaseViewer	Completion Date: September 30, 2011. UPDATE: 9/10/9 - Delayed indefinitely due to reduced resources.
2011	Safety	Mission and Business Results	Information Management	IT Hardware Refresh	Individual laptops for field researchers and office peripherals	Hardware (laptop) replacement for 1/3 of field staff. Peripherals.	Completion Date: September 30, 2011
2011	Safety	Mission and Business Results	Information Management	Initiation of EDS/FARS consolidation project.	EDS and FARS are currently separate data collection systems.	Continuation of EDS/FARS Modernization and Consolidation Project	FY2011 Results TBD based on funding.
2011	Safety	Technology	Reliability	EDS Infrastructure Upgrade (Comm Devices, etc.)	Operating using equipment last upgraded in 2007??	Acquire, install, configure, test and implement new communications equipment and network management devices that comply with current (2011) agency standards regarding data security	TBD
2012	Safety	Customer Results	Customer Satisfaction	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases??	Availability of CDS/SCI 1998 case data via XML-based web CaseViewer	Completion Date: September 30, 2012
2012	Safety	Processes and Activities	Productivity	Increase CDS caseload per Researcher	Currently 1.5 cases per week	2.0 cases per week	Implementation Date: January, 2012
2012	Safety	Technology	Data Reliability and Quality	NASS case image identification	No security and/or official identification of case images	Apply watermark to all NASS-CDS associated images to provide identification and verification that the image is part of the official case record	Completion Date: September 30, 2012
2012	Safety	Mission and Business Results	IT Infrastructure Maintenance	IT Hardware Refresh	Individual laptops for field researchers and office peripherals	Hardware (laptop) replacement for 1/3 of field staff. Peripherals.	Completion Date: September 30, 2012
2013	Safety	Customer Results	Customer Satisfaction	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual	Delphi based online query application which is not user friendly, specifically regarding printing cases ??	Availability of CDS/SCI 1997 case data via XML-based web CaseViewer	Completion Date: September 30, 2013??



				cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality			
2013	Safety	Processes and Activities	Productivity	Oracle DB Upgrade	Current release of 10g installed from 2010 upgrade	Upgrade to current Oracle release	Completion Date: September 30, 2013
2013	Safety	Technology	Technology Improvement	Developer Tools Refresh (SW/HW)	Development tools based on 2010 refresh	Upgrade of EDS development tools (HW/SW) at main developer site to provide system developers with the most current market/industry tools and conform to agency standards	Completion Date: September 30, 2013??
2013	Safety	Mission and Business Results	IT Infrastructure Maintenance	IT Hardware Refresh	Individual laptops for field researchers and office peripherals	Hardware (laptop) replacement for 1/3 of field staff. Peripherals.	Completion Date: September 30, 2013
2014	Safety	Customer Results	Customer Satisfaction	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases ??	Availability of CDS/SCI 1997 case data via XML-based web CaseViewer	The actual results will be provided by October 2013.
2014	Safety	Processes and Activities	Productivity	Oracle DB Upgrade	Current release of 10g installed from 2013 upgrade	Upgrade to current Oracle release	The actual results will be provided by October 2013.
2014	Safety	Technology	Technology Improvement	Developer Tools Refresh (SW/HW)	Development tools based on 2013 refresh	Upgrade of EDS development tools (HW/SW) at main developer site to provide system developers with the most current market/industry tools and conform to agency standards	The actual results will be provided by October 2013.
2014	Safety	Mission and Business Results	IT Infrastructure Maintenance	IT Hardware Refresh	Individual laptops for field researchers and office peripherals	Hardware (laptop) replacement for 1/3 of field staff. Peripherals.	The actual results will be provided by October 2013.
2015	Safety	Customer Results	Customer Satisfaction	CDS XML conversion. Update to online case viewer software will allow one click printing of publicly available individual cases via NCSA Internet site. Replaces/upgrades a system with no PRINT functionality	Delphi based online query application which is not user friendly, specifically regarding printing cases ??	Availability of CDS/SCI 1997 case data via XML-based web CaseViewer	The actual results will be provided by October 2013.
2015	Safety	Processes and Activities	Productivity	Oracle DB Upgrade	Current release of 10g installed from 2014 upgrade	Upgrade to current Oracle release	The actual results will be provided by October 2013.
2015	Safety	Technology	Technology Improvement	Developer Tools Refresh (SW/HW)	Development tools based on 2014 refresh	Upgrade of EDS development tools (HW/SW) at main developer site to provide system developers with the most current market/industry tools and conform to agency standards	The actual results will be provided by October 2013.
2015	Safety	Mission and Business Results	IT Infrastructure Maintenance	IT Hardware Refresh	Individual laptops for field researchers and	Hardware (laptop) replacement for 1/3 of field staff.	The actual results will be provided by October 2013.

					office peripherals	Peripherals.	
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### I.E. Security (IT Capital Assets)

Description: For IT investments, agencies should maintain up-to-date tracking of which systems in the FISMA inventory support any IT investment. Linking major IT investments to FISMA systems will be addressed outside the context of the A-11 budget submission of the Exhibit 300.

### I.F. Enterprise Architecture (EA) (IT Capital Assets only)

Description: In order to successfully address this area of the capital asset plan and business case, the investment must be included in the agency's EA and Capital Planning and Investment Control (CPIC) process and mapped to and supporting the FEA. The business case must demonstrate the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

Have the requisite investment-level architecture documentation requirements (e.g., reference model mappings, FTF mappings, etc.) for this investment been documented in the corresponding Segment Architecture? For detailed guidance regarding segment architecture requirements, please refer to <http://www.whitehouse.gov/omb/e-gov/>. See this guidance also regarding the reporting of six digit codes corresponding to agency segment architectures in Exhibit 53, and, for limited cases determined by the Chief Architect, reporting an investment alignment with multiple segments.

I.F.1. Is this investment included in your agency's target enterprise architecture?	yes
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## Part II: Planning, Acquisition and Performance Information

Description: Part II should be completed only for investments identified as "Planning" or "Full Acquisition," or "Mixed Life Cycle" investments in response to Question 6, Part I, Section A above.

### II.A. Cost and Schedule Performance (All Capital Assets)

Description: Agencies should be measuring the performance of operational assets against the baseline established during the planning or full acquisition phase (i.e., operational analysis), or, where approved, the current baseline, and be properly operating and maintaining the asset to maximize its useful life. Operational analysis may identify the need to redesign or modify an asset by identifying previously undetected faults in design, construction, or installation/integration, highlighting whether actual operation and maintenance costs vary significantly from budgeted costs, or documenting that the asset is failing to meet program requirements.

EVM is required only on Planning or Acquisitions portions of investments. For mixed lifecycle investments, O&M milestones should still be included in the cost and schedule performance table. This table should accurately reflect the milestones in the initial baseline or approved current baseline.

For investments including Planning or Acquisitions spending, complete the following table on milestones used to measure cost and schedule performance, representing only one level of the investment's Work Breakdown Structure. This should generally show Level 3 of the Work Breakdown Structure. For activities related to Operations and Maintenance included in Mixed Life Cycle investments, provide milestones used to track cost and schedule performance in the same format used for development activities milestones in this same table.

II.A.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:  
Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.

WBS Level	Description of Milestone	Planned Cost (\$M)	Actual Cost (\$M)	Planned Start Date (yyyy-mm-dd)	Actual Start Date (yyyy-mm-dd)	Planned Completion Date (yyyy-mm-dd)	Actual Completion Date (yyyy-mm-dd)	Planned Percent Complete	Actual Percent Complete
	FY05 - Operations & Maintenance	\$1.840	\$2.030			2005-09-30	2005-09-30	100.00	100.00
	FY05 - Continued development and operations of NMVCCS	\$0.900	\$0.900			2005-09-30	2005-09-30	100.00	100.00
	FY05 - System Security Costs	\$0.350	\$0.160			2005-09-30	2005-09-30	100.00	100.00
	FY05 - Communications Costs (FTS 2000 - T1) - Electronic expansion of EDS telecommunications infrastructure to operate the NMVCCS	\$0.440	\$0.440			2005-09-30	2005-09-30	100.00	100.00
	FY06 - Operations & Maintenance	\$1.690	\$3.060			2006-09-30	2006-09-30	100.00	100.00
	FY06 - System Security Costs	\$0.350	\$0.210			2006-09-30	2006-09-30	100.00	100.00
	FY06 - Communications Costs (FTS 2000 - T1) - Electronic expansion of EDS telecommunications infrastructure to operate the NMVCCS	\$0.440	\$0.440			2006-09-30	2006-09-30	100.00	100.00
	FY06 - Final development	\$0.100	\$0.270			2006-02-28	2006-03-31	100.00	100.00

	FY07 - System Development/Enhancement	\$0.400	\$0.400			2007-09-30	2007-09-30	100.00	100.00
	FY07 - System Security Costs	\$0.360	\$0.050			2007-09-30	2007-09-30	100.00	100.00
	FY07 - Communications Costs (FTS 2000 - T1) - Electronic expansion of EDS telecommunications infrastructure to operate the NMVCCS	\$0.440	\$0.460			2007-09-30	2007-09-30	100.00	100.00
	FY07 - Operations & Maintenance	\$2.040	\$3.080			2007-09-30	2007-09-30	100.00	100.00
	FY08 Operations & Maintenance	\$0.910	\$0.952			2008-09-30	2008-09-30	100.00	100.00
	FY08 - System Development & Enhancement	\$0.720	\$0.694			2008-09-30	2008-09-30	100.00	100.00
	FY09 - System Development & Enhancement	\$0.551	\$0.534			2009-09-30	2009-09-30	100.00	109.57
	FY09 - Operations & Maintenance	\$1.228	\$0.960			2009-09-30	2009-09-30	100.00	84.80
	FY10 - Operations & Maintenance	\$1.317	\$0.183	2009-10-01	2009-10-01	2010-09-30	2009-11-30	14.80	13.80
	FY10 - System Development & Enhancement	\$0.616	\$0.123	2009-10-01	2009-10-01	2010-09-30	2009-11-30	19.00	20.00
	FY11 - Operations & Maintenance	\$1.093	\$0.000			2011-09-30		0.00	0.00
	FY11 - System Development/Enhancement	\$0.500	\$0.000			2011-09-30		0.00	0.00
	FY12 - System Development/Enhancement	\$0.500	\$0.000			2012-09-30		0.00	0.00
	FY12 - Operations & Maintenance	\$1.200	\$0.000			2012-09-30		0.00	0.00
	FY13 - System Development & Enhancement	\$0.500	\$0.000			2013-09-30		0.00	0.00
	FY13 - Operations &	\$1.400	\$0.000			2013-09-30		0.00	0.00

### Part III: For "Operation and Maintenance" Investments ONLY (Steady State)

Description: Part III should be completed only for investments identified as "Operations and Maintenance" (Steady State) in response to Question 6 in Part I, Section A above.

#### III.A. Cost and Schedule Performance

Description: For investments classified as Operations and Maintenance investments, complete the following table on milestones used to measure cost and schedule performance, representing only one level of the investment's Work Breakdown Structure. This should generally show Level 3 of the Work Breakdown Structure.

##### III.A.1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:

Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.

### Part IV: Planning for "Multi-Agency Collaboration" ONLY

Description: Part IV should be completed only for investments identified as an E-Gov initiative, a Line of Business (LOB) Initiative, or a Multi-Agency Collaboration effort. The "Multi-Agency Collaboration" choice should be selected in response to Question 6 in Part I, Section A above. Investments identified as "Multi-Agency Collaboration" will complete only Parts I and IV of the exhibit 300.

#### IV.A. Multi-Agency Collaboration Oversight (All Capital Assets)

Description: Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.

##### IV.A.1. Stakeholder Table

Description: As a joint exhibit 300, please identify all the agency stakeholders (all participating agencies, this should not be limited to agencies with financial commitment). All agency stakeholders should be listed regardless of approval. If the partner agency has approved this joint exhibit 300 please provide the date of approval.

<p><b>IV.A.2. Partner Capital Assets within this Investment</b></p> <p>Description: Provide the partnering strategies you are implementing with the participating agencies and organizations. Identify all partner agency capital assets (including shared service providers) supporting the common solution (section 300.7); Managing Partner capital assets should also be included in this joint exhibit 300. These capital assets should be included in the Summary of Spending table of Part I, Section B. All partner agency migration investments should also be included in this table. Funding contributions/fee-for-service transfers should not be included in this table. (Partner Agency UPIs should also appear on the Partner Agency's exhibit 53.)</p>	
<p><b>IV.A.3. Partner Funding Strategies (\$millions)</b></p> <p>Description: For jointly funded initiative activities, provide in the "Partner Funding Strategies Table": the name(s) of partner agencies; the UPI of the partner agency investments; and the partner agency contributions for CY and BY. Please indicate partner contribution amounts (in-kind contributions should also be included in this amount) and fee-for-service amounts. (Partner Agency Asset UPIs should also appear on the Partner Agency's exhibit 53. All fee-for-service reimbursements for Shared Service Providers should be included in this table. For non-IT fee-for-service amounts the Partner exhibit 53 UPI can be left blank) (IT migration investments should not be included in this table)</p>	
<p><b>IV.A.4. Did you conduct an alternatives analysis for this investment?</b></p> <p>Description: An Alternatives Analysis for multi-agency collaborations should also be performed. This should be available upon request. Use OMB Circular A-94 for all investments and the Clinger Cohen Act of 1996 for IT investments to determine the criteria you should use in your Benefit/Cost Analysis.</p>	
<p><b>IV.A.4.a. If "yes," what is the date the analysis was completed?</b></p>	
<p><b>IV.A.4.b. If "no," what is the anticipated date this analysis will be completed?</b></p>	
<p><b>IV.A.4.c. If no analysis is planned, please briefly explain why:</b></p> <p>Description: (Up to 500 characters)</p>	
<p><b>IV.A.5. Does this investment replace any legacy systems investments?</b></p> <p>Description: Disposition costs (costs of retirement of legacy systems) may be included as a category in Part I, Section B, Summary of Funding, or in separate investments, classified as major or non-major. For legacy system investments being replaced by this investment, include the following data on these legacy investments.</p>	
<p><b>IV.A.6. For Multi-Agency Investments, Cost and Schedule Milestone table should be completed in the same format as Part II Section A and Part III Section A, above.</b></p>	
<p><b>IV.A.6.a. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline:</b></p> <p>Description: Complete the following table to compare actual performance against the current performance baseline. In the Current Baseline section, for all milestones listed, you should provide both the baseline and actual completion dates (e.g., "03/23/2003"/ "04/28/2004"), baseline and actual start dates, and the baseline and actual total costs (in \$ Millions). Note that the 'Description of Milestone' and 'Percent Completed'-both Planned and Actual-fields are required.</p>	