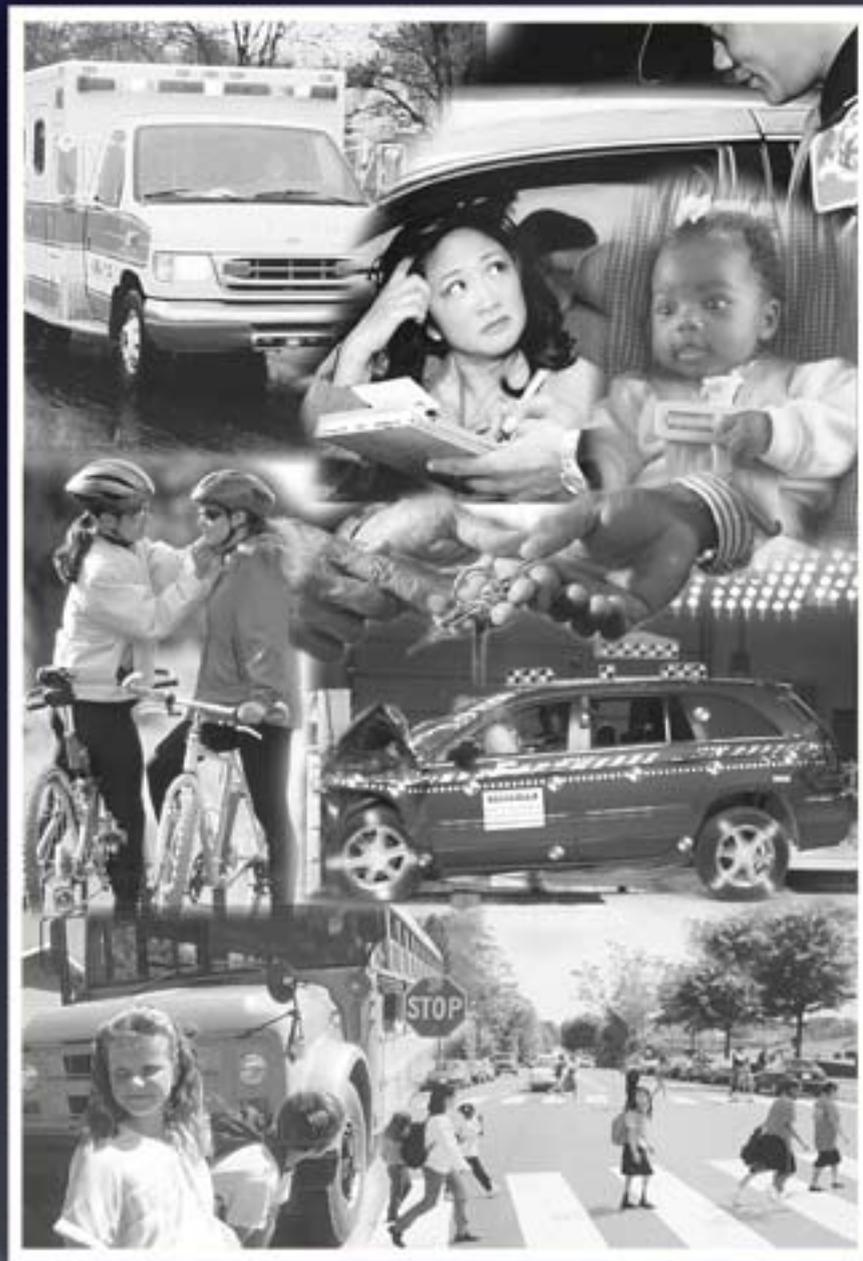


NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NHTSA Budget Overview FY 2007



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

nhtsa
people saving people

**NATIONAL
HIGHWAY TRAFFIC
SAFETY ADMINISTRATION**

NHTSA Budget Overview

TABLE OF CONTENTS

Overview.....	1
Total FY 2007 NHTSA Request.....	5
Funding Table.....	6
Performance Goals	
Explanation of Funding Changes.....	9
Behavioral Safety.....	10
Vehicle Safety.....	17
Environmental Stewardship.....	21
Appendices	
NHTSA Performance Measures.....	22
Distribution of NHTSA Section 402 (Basic Formula Grants).....	28
Organizational Chart.....	29

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2007 CONGRESSIONAL BUDGET REQUEST

OVERVIEW

After several years of significant attention to and debate on the Nation's transportation issues, including highway safety, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted on August 10, 2005. This landmark legislation authorizes funding for the Department of Transportation's surface transportation agencies and programs, including those of NHTSA, for fiscal years 2005 through 2009. SAFETEA-LU reflects the President's and Congress's strong commitment to transportation safety, and authorizes funding for NHTSA over this period at an unprecedented level of \$3.8 billion.

NHTSA's FY 2007 budget request reflects increased funding to highway safety grants and programs, generally consistent with SAFETEA-LU authorized levels, and continues our strong commitment to supporting and achieving the President's Management Agenda and the strategic goals and targets of the Department of Transportation (DOT) as they relate to vehicle safety.

DOT has made transportation safety its highest priority. The Secretary established an ambitious target fatality rate of no more than 1 fatality per 100 million vehicle miles traveled (VMT) by 2008. For 2004, DOT achieved a record low fatality rate of 1.44 per 100 million VMT. Since 1995, the fatality rate has been reduced 17 percent from 1.74 to 1.44 in 2004.

In addition to substantially contributing to this principal safety measure, NHTSA's programs and activities helped achieve record improvements in safety belt usage, reaching an 82 percent belt use rate in 2005 (up from 80 percent in 2004); and a record low fatality rate of 0.49 in 2004 (down from 0.51 in 2003) in high-BAC (blood alcohol concentration) crashes (BAC equal to or greater than .08).

NHTSA recognizes that its efforts to improve highway safety are still far from complete. As an example, if the fatality rate were to remain at the 2004 level of 1.44 fatalities per 100 million VMT, the Nation would experience nearly 50,000 deaths a year by the end of this decade. This is unacceptable and represents one of the most significant health issues faced by the Nation. Therefore, NHTSA will focus increased attention on areas that have the greatest propensity to reduce highway injuries and fatalities, such as alcohol impairment and motorcycle crashes, and improve vehicle safety through the strategic use of our regulatory authority in areas such as side impact.

To administer the programs and activities necessary to address these important highway safety issues, NHTSA requests \$815 million for FY 2007, an increase of \$8.5 million above the FY 2006 enacted level budget. NHTSA's budget is presented in the traditional manner by account and program area, and also presented with our programs and funding linked to clear, measurable safety goals. NHTSA prioritized its funding request to those programs and activities that will make the greatest impact on lives saved and injuries prevented, and that most closely align with the SAFETEA-LU authorizations.

The NHTSA budget is divided into three principal accounts: (1) The National Driver Register which funds the activities related to our operations and maintenance of the Problem Driver Pointer System for the States; (2) The Highway Traffic Safety Grants Account which funds the safety grant programs, high-visibility enforcement media campaigns, the administrative costs of the grant programs, the National Occupant Protection Use Survey, and a portion of Highway Safety Research; and (3) the Operations and Research Account with a component (related to Section 403 of the Highway Safety Act) that funds the agency's Behavioral Safety programs, the Crash Causation study, and a portion of the National Center for Statistics and Analysis (NCSA) programs and activities and the General Administration activities. The Vehicle Safety component of the Operations and Research Account funds the Vehicle Safety programs, including NHTSA's Rulemaking, Enforcement, and Vehicle Research activities, as well as a portion of the NCSA programs and the General Administration activities.

Behavioral Safety

The total FY 2007 request for the behavioral safety program is \$693 million. This includes \$583.75 million for the Highway Safety Grant Account, \$105.25 million for Section 403 Highway Safety Act activities within the Operations and Research Account, and \$4 million for the National Driver Register (NDR). The levels for all grant programs requested tie directly to the increased funding levels provided in SAFETEA-LU. This represents an increase in the Highway Safety Grant Account of \$11.4 million above the FY 2006 enacted level.

NHTSA, in concert with our partners in the States, local communities, private sector, and general public, has made major strides in addressing human factors associated with traffic crashes, deaths, and injuries. Key areas of improvement include increased occupant protection through greater use of safety belts and child restraints, and increased deterrence of impaired driving through support for high-visibility law enforcement. NHTSA also focuses on issues such as motorcycle safety, speeding, pedestrian safety, bicycle and pupil transportation safety, and emergency medical services. Our approaches include safety grants to States and local communities, research into emerging issues, technical assistance and demonstrations to strengthen State and private initiatives, support to legislative actions by States, and safety data and consumer information.

Vehicle Safety

The FY 2007 request for vehicle safety is \$122 million and supports a balanced program of research, rulemaking, and enforcement initiatives to achieve major safety improvements in motor vehicle crash avoidance and crashworthiness. Programs address the safety priorities of vehicle rollover and vehicle compatibility. Improving occupant protection during crashes is also a major

priority. Additionally, the agency safety standards efforts will encompass issues such as effective braking by trucks, light vehicle stability control, roof crush protection, ejection mitigation, light and commercial vehicle tires, heavy vehicle rearward detection systems, child restraints, and school bus safety. NHTSA will also participate in the development of Global Technical Regulations (GTR) for hydrogen-powered vehicles, head restraints, pedestrian protection, and glazing. The NHTSA New Car Assessment Program (NCAP) provides critical vehicle safety ratings information, including rollover ratings for 15-passenger vans, which help prospective vehicle buyers to make more informed choices about safety. Vehicle safety research will support regulatory decisions, advance occupant protection, and explore the potential for new and advanced technologies to reduce critical safety problems. The agency also works proactively to ensure that vehicles comply with Federal safety standards, to identify potential safety defects, and to remove unsafe vehicles from the roads for remedy by manufacturers.

The Vehicle Safety Program total includes funding for the Fuel Economy program which contributes to the Environmental Stewardship goal (\$2.035 million).

Administrative Expenses

The FY 2007 budget requests a level of \$99.6 million, which is an increase of \$3.4 million above the FY 2006 enacted level. This increase is necessary to allow NHTSA to cover the enacted FY 2006 civilian pay raise (3.44%) and an estimated 2.2 percent pay raise in FY 2007, as well as the additional full time equivalents (FTEs) to support the Behavioral International Activity program (1 FTE), the Emergency Medical Services program (1 FTE), and the E911 initiative (1 FTE). The agency is also requesting a base adjustment to salaries and benefits in order to maintain the FY 2006 estimated FTE level of 635, which is 39 FTEs below NHTSA's approved level of 674 FTEs in FY 2006. At a minimum, the FY 2007 requested level is needed to prevent erosion of the agency's current workforce level, and to maintain sufficient staffing to address its priority programs. It is also noteworthy to mention that NHTSA is taking additional efforts to address succession planning due to the aging of its workforce. Funding at this requested level allows NHTSA to continue these efforts.

Support of the President's Management Agenda

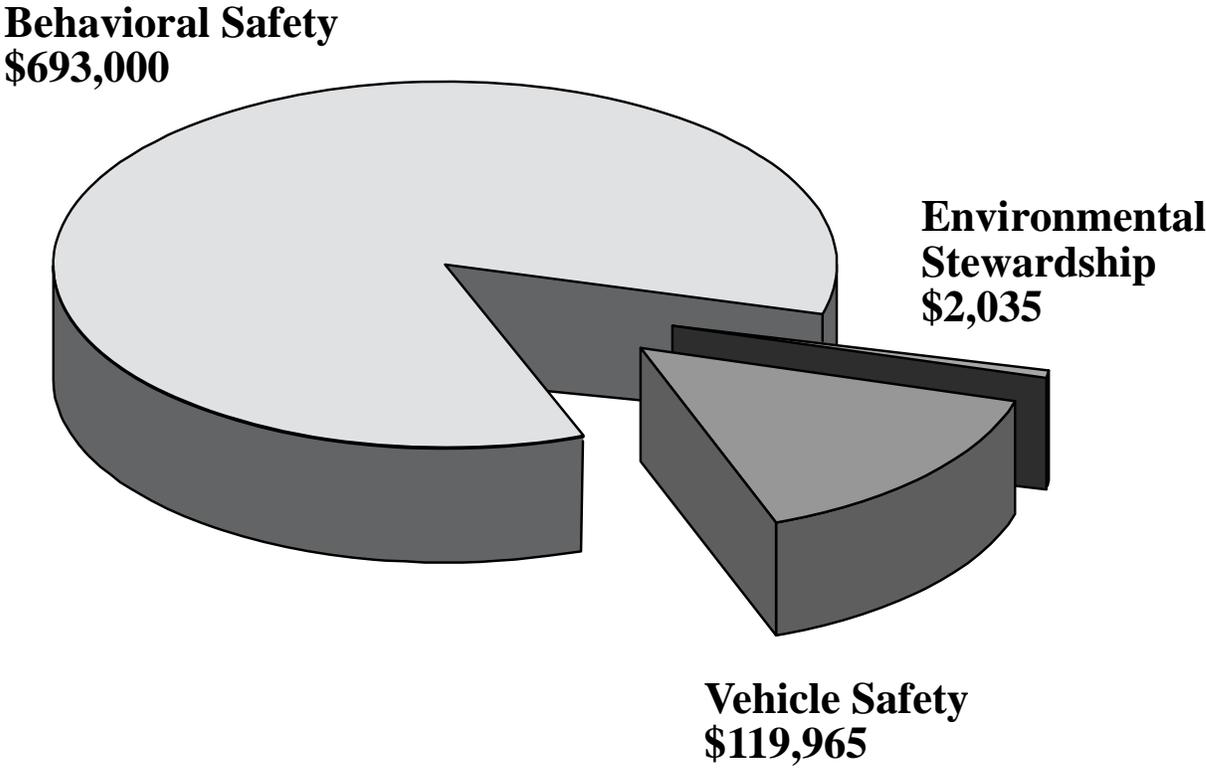
NHTSA is proud to report that it continues to fully support the multiple initiatives of the President's Management Agenda, and is viewed as fully meeting each of these in support of DOT's overall plans in this area. In the area of Human Capital, as referenced above, NHTSA's focus is currently on its analysis of the workforce and its future needs to assure continuity of operations and sufficient levels of skilled employees to meet its priority agenda. This also includes fully adopting increased levels of accountability for results at all levels within the organization. In the area of Financial Management, NHTSA is a partner with the other Trust-funded DOT agencies, and continues to enjoy a "clean" unqualified audit opinion. During FY 2006 and FY 2007, NHTSA will be increasing attention on internal control issues to comply with the revised OMB Circular A-123. The agency is fully integrating its budget with performance metrics, and this budget request is one example of the linkage made between funding, programs and activities, and performance measures. NHTSA prioritizes its programs and funding to maximize their impact on traffic safety. For E-Government, NHTSA has adopted a number of enterprise-wide systems, such as GovTrip for travel, PRISM for acquisitions, and CASTLE for

payroll, to maximize our efficiency and to be more consistent with the other DOT agencies. All information technology (IT) investments are reviewed and approved by a senior management governance structure to assure optimal use of the limited investment funding and full integration within the DOT infrastructure. For Competitive Sourcing, NHTSA completed its second study in FY 2005, resulting in its second in-house “win,” with cost efficiencies of almost \$1 million over the term of the performance period. We have just started our third study which will be completed by the end of FY 2006.

PART Evaluation

NHTSA conducted two Program Assessment Rating Tool (PART) evaluations in conjunction with OMB. The last PART was completed in FY 2004. There are no additional PART evaluations planned for NHTSA at this time.

**Total FY 2007
NHTSA Funding Request: \$815,000**
(Dollars in Thousands)



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(dollars in thousands)

	FY 2006				FY 2007 Congressional Request	FY 2007 Congressional Request Increase/ Decrease
	FY 2005 Enacted	Conference Mark	1% Rescission	FY 06 Net of Rescission		
<u>OPERATIONS AND RESEARCH</u>						
Salaries and Benefits	69,854	72,002	720	71,282	75,000	3,718
Travel	1,333	1,336	13	1,323	1,364	41
Operating Expenses	20,774	22,963	230	22,733	22,355	(378)
Programs	147,777	152,332	1,523	150,809	146,281	(4,528)
Operations and Research Subtotal	239,738	248,633	2,486	246,147	245,000	(1,147)
Less: Grant Administrative Expenses	(16,176)	(16,176)	(162)	(16,014)	(17,750)	(1,736)
Operations and Research Total	223,562	232,457	2,325	230,132	227,250	(2,882)
<u>NATIONAL DRIVER REGISTER (NDR)</u>						
Salaries and Expenses	918	925	9	916	925	9
Contract Program	2,654	3,075	31	3,044	3,075	31
Total NDR	3,572	4,000	40	3,960	4,000	40
<u>HIGHWAY TRAFFIC SAFETY GRANTS</u>						
Section 402 Formula Grants	163,680	217,000	2,170	214,830	220,000	5,170
Section 405 Occupant Protection Incentive Grants	19,840	25,000	250	24,750	25,000	250
Section 406 Safety Belt Performance Grt. Pgm.	0	124,500	1,245	123,255	124,500	1,245
Section 408 State Traffic Safety Info. Sys. Improv.	0	34,500	345	34,155	34,500	345
Section 410 Alcohol Incentive Grants	39,680	120,000	1,200	118,800	125,000	6,200
Section 2010 Motorcyclist Safety	0	6,000	60	5,940	6,000	60
Section 2011 Child Safety and Booster Seat Grants	0	6,000	60	5,940	6,000	60
High Visibility Enforcement	0	29,000	290	28,710	25,000	(3,710)
Grant Administrative Expenses*	[16,176]	16,176	162	16,014	17,750	1,736
Section 157 Safety Incentive Grants for Use of Seatbelts and 157 Innovative Grants**	[112,000]	0	0	0	0	0
Section 163 Safety Incentive to Prevent Operation of Motor Vehicles by Intoxicated Persons**	[110,000]	0	0	0	0	0
Highway Traffic Safety Grants	223,200	578,176	5,782	572,394	583,750	11,356
Total, NHTSA PROGRAM	450,334	814,633	8,146	806,487	815,000	8,513

*In FY 2005, Grant Administration was a drawdown from Section 402, 405, 410, 157 and 163 programs. In FY 2006 and 2007, SAFETEA-LU provides a separate line for these funds.
**Funding provided in the FHWA appropriation.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(dollars in thousands)

	FY 2005 Enacted	FY 2006			FY 2007 Congressional Request	FY 2007 Congressional Request Increase/ Decrease
		Conference Mark	1% Rescission	FY 06 Net of Rescission		
Safety Performance (Rulemaking)						
Safety Standards Support	2,070	2,300	23	2,277	2,300	23
New Car Assessment Program	7,815	10,500	105	10,395	10,500	105
Fuel Economy Program	1,262	1,302	13	1,289	1,302	13
Theft and Other Programs	53	53	1	52	53	1
Total, Safety Performance	11,200	14,155	142	14,013	14,155	142
Safety Assurance (Enforcement)						
Vehicle Safety Compliance	7,603	7,696	77	7,619	7,696	77
Safety Defects Investigation	10,233	10,429	104	10,325	10,429	104
Odometer Fraud	148	152	2	150	152	2
Total, Safety Assurance	17,984	18,277	183	18,094	18,277	183
Highway Safety Programs						
Impaired Driving	12,828	12,800	128	12,672	11,300	(1,372)
Drug Impaired Driving	0	0	0	0	1,500	1,500
Peds/Bicycle	2,430	2,065	21	2,044	1,665	(379)
Older Driver	0	0	0	0	500	500
Motorcycle	738	800	8	792	800	8
National Occupant Protection Enforcement and Justice Services	11,294	11,774	118	11,656	11,224	(432)
	2,199	2,217	22	2,195	2,717	522
Emergency Medical Services	3,224	3,655	37	3,618	2,320	(1,298)
Records and Licensing	4,861	2,660	27	2,633	2,660	27
Highway Safety Research	7,986	7,690	77	7,613	11,430	3,817
Emerging Traffic Safety Issues	1,178	1,178	12	1,166	593	(573)
Share the Road	99	0	0	0	0	0
NOPUS	1,587	1,656	17	1,639	1,656	17
International Program (New Initiative)	0	100	1	99	100	1
Enhance 9-1-1 Act Implementation	0	0	0	0	500	500
Total, Highway Safety Programs	48,424	46,595	466	46,129	48,965	2,836

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(dollars in thousands)

	FY 2005 <u>Enacted</u>	FY 2006			FY 2007 <u>Congressional Request</u>	FY 2007 <u>Request Increase/ Decrease</u>
		<u>Conference Mark</u>	<u>1% Rescission</u>	<u>FY 06 Net of Rescission</u>		
Research and Analysis						
Safety Systems	9,151	9,226	92	9,134	7,726	(1,408)
Biomechanics	16,112	14,000	140	13,860	11,500	(2,360)
Heavy Vehicles	2,098	4,515	45	4,470	2,115	(2,355)
Crash Avoidance & Human-Vehicle Performance*	3,488	7,050	71	6,980	6,750	(230)
Simulator	3,591	0	0	0	0	0
Tire Research	611	621	6	615	300	(315)
Nat'l Center for Statistics & Analysis:						
Fatality Analysis Reporting System	6,543	7,063	71	6,992	7,063	71
Nat'l Automotive Sampling System	12,046	12,230	122	12,108	12,230	122
Data Analysis Program	1,970	2,000	20	1,980	2,000	20
State Data Systems	2,504	2,540	25	2,515	2,890	375
Special Crash Investigations	1,675	1,700	17	1,683	1,700	17
Subtotal, NCSA	24,738	25,533	255	25,278	25,883	605
NAS Tire Study	246	0	0	0	0	0
Vehicle Research & Test Center	1,004	1,012	10	1,002	1,012	10
Crash Causation Survey	6,887	8,000	80	7,920	7,000	(920)
Crash Avoidance -- New Technologies	492	500	5	495	0	(495)
Early Fatality Notification System	983	1,000	10	990	1,000	10
Plastic and Composite Vehicles	0	250	3	248	0	(248)
Hydrogen	0	925	9	916	925	9
Total, Research and Analysis	69,401	72,632	726	71,906	64,211	(7,695)
General Administration						
Program Evaluation	489	489	5	484	489	5
Strategic Planning	93	94	1	93	94	1
Economic Analysis	88	90	1	89	90	1
Harmonization of Vehicle Safety Standards*	98	0	0	0	0	0
Total, General Administration	768	673	7	666	673	7
TOTAL, NHTSA PROGRAMS	147,777	152,332	1,523	150,809	146,281	(4,528)
Operating Expenses						
GSA Rent	7,149	8,434	84	8,350	8,434	84
Security/OPM Investigations	44	51	1	50	51	1
Grievance Administration	6	5	0	5	5	0
Permanent Change of Station	75	74	1	73	74	1
Training	271	275	3	272	275	3
Administrative Services	3,199	3,200	32	3,168	3,200	32
WCF (Non-IT)	4,833	5,403	54	5,349	5,403	54
Computer Support	2,853	3,429	34	3,395	3,429	34
Hotline	1,486	1,556	16	1,540	613	(927)
Unidentified Reduction	0	(335)	(3)	(332)	0	332
Total, HQ Operating Expenses	19,916	22,092	221	21,871	21,484	(387)
Regional Operating Expenses	858	871	9	862	871	9
Total, NHTSA Operating Expenses	20,774	22,963	230	22,733	22,355	(378)

*In FY 2006 and FY 2007, the Simulator program budget is included in Crash Avoidance and Human Vehicle Performance.

*In FY 2006 and FY 2007, Harmonization is included in Rulemaking's Safety Standard Support.

EXPLANATION OF FUNDING CHANGES

OPERATIONS AND RESEARCH

NHTSA's Operations and Research account is decreased by a total of \$2.842 million from FY 2006 to FY 2007. Decreases are made to the Vehicle Program in the line items of Safety Systems, Biomechanics, Heavy Vehicles, Crash Avoidance and Human Vehicle Performance, Tire Research, and Crash Causation Survey. In addition, the Operating Expenses are decreased as the result of reduced costs from a new performance-based contract for the Hotline. Finally, the Grant Administrative Expenses request, which is an offset to the Operations and Research Account, is increased, reducing the Operations and Research net amount.

Total decreases (\$9.809 million) offset increases to the Highway Safety Program (\$2.836 million); to Salaries and Benefits (\$3.718 million); to the Rulemaking, Enforcement, other Research and Analysis line items, the National Driver Register and General Administration programs (net \$372,000); and to provide a small inflationary increase for travel expenses (\$41,000). The Highway Safety Program is proposing a new initiative, as required by the ENHANCE 911 Act of 2004, to establish an E911 Implementation Coordination Office. NHTSA is also requesting an increase for the Highway Safety Research program to support research studies and an increase for the State Data Systems program to fund a data collection effort for non-traffic incidence/backover reporting required under SAFETEA-LU.

The requested Salaries and Benefits increase funds the FY 2006 and FY 2007 annualized pay raises (\$1.842 million). In addition, funds are requested for three additional FTEs in the Highway Safety Research area for the programs of International Harmonization for Behavioral Safety, E911, and Emergency Medical Services (\$336,000). Finally, the agency is requesting a base adjustment increase (\$1.549 million) in order to be able to maintain the existing FY 2006 FTE compliment. Although NHTSA's request in this area still does not fully fund its FTE approved level, at a minimum, it does not erode its current workforce level, and allows the agency to maintain sufficient staffing to address its priority programs.

HIGHWAY TRAFFIC SAFETY GRANTS

NHTSA is requesting a net increase of \$11.356 million for Highway Traffic Safety Grants. The increases to the grant programs are consistent with SAFETEA-LU authorized levels and are as follows: for the Section 402 Formula Grant Program, \$5.17 million; for Section 405, \$250,000; for Section 406, \$1.245 million; for Section 408 State Traffic Information System Improvements, \$345,000; for Section 410 Alcohol Incentive Grant Program, \$6.2 million; for Section 2010 Motorcyclist Safety, \$60,000; for Section 2011 Child Safety and Booster Seat Grants, \$60,000; and for Grant Administrative Expenses, \$1.736 million. The request reduces funding for the High-Visibility Enforcement program by \$3.71 million. Within the funding level requested and in accordance with SAFETEA-LU, NHTSA plans to do at least two high-visibility safety belt and impaired-driving enforcement campaigns, including an evaluation component. A third campaign in December 2006 will be funded using FY 2006 funds.

BEHAVIORAL SAFETY

In FY 2007, NHTSA is requesting \$693 million to reduce highway fatalities by developing effective countermeasures that emphasize the benefits of occupant restraints, the risk of impaired driving, and the need to adhere to traffic safety laws and encourage more responsible driving behavior on the Nation's roadways, avoiding loss of life or serious injuries due to traffic crashes.

Behavioral Safety Summary (Dollars in Thousands)

PERFORMANCE BASED PROGRAMS	FY 2005 Actual	FY 2006 Enacted	FY 2007 Request	+/- 06/07
Highway Safety	46,157	44,542	45,787	+1,245
Research & Development	2,762	30,844	27,059	-3,785
Highway Traffic Safety Grants*	223,200	572,394	583,750	+11,356
General Administration	291	399	333	-66
Salaries and Operating Expenses	23,066	37,076	36,071	-1,005
Total	295,476	685,255	693,000	+7,745

*In FY 2005, Grant Administrative Expenses was a draw down from the Sections 402, 405, 410, 157, and 163 grants to cover salaries, operating expenses, NOPUS, and a portion of the Highway Safety Research program. The total draw down was \$16.176 million. In FY 2006 and FY 2007, SAFETEA-LU provides funding for Grant Administrative Expenses under a separate line. The FY 2006 enacted level is \$16.014 million and the FY 2007 request is \$17.75 million.

FY 2007 HIGHLIGHTS

HIGHWAY SAFETY

- *Impaired Driving Program: \$11,300,000*

Supports one intense national enforcement crackdown and other State-initiated crackdowns with best practice demonstrations, legislative analyses and tracking, law enforcement training, repeat offender tracking, and Drug Recognition Expert training. The agency will emphasize key components of the strategic plan for reducing impaired driving, including high-visibility law enforcement, improvements in DWI prosecution and adjudication, and medical screening for alcohol abuse problems. NHTSA will expand outreach utilizing the social marketing approach to influence high-risk populations.

- *Drug-Impaired-Driving Program: \$1,500,000*

Focuses on maintaining and refining the Drug Evaluation and Classification Program, while conducting research to assess the extent of drug impairment in the driving population.

- *Pedestrian and Bicycle Safety: \$1,665,000*

Supports implementation of high-visibility, community-based, pedestrian safety initiatives; implements innovative law enforcement strategies; and develops countermeasures to reduce pedestrian and bicycle-related injuries among Latinos. Collaborates with national partners on motorcycle, pedestrian, and bicycle safety policy and programs. Supports demonstration projects implementing intervention techniques to reduce impaired riding.

- *Motorcycle Safety Program: \$800,000*

Develops and tests countermeasure strategies based on research into riding habits, training, and the licensing characteristics of motorcycle operators, with a special focus on older motorcyclists.

- *Occupant Protection Program: \$11,224,000*

Focuses on annual enforcement mobilization, evaluates targeted youth enforcement and education strategies, and develops approaches for reaching high-risk groups and environments such as diverse populations and rural pickup truck drivers. The agency will continue to implement the TREAD booster seat education campaign and develop methods for continuing gains in child safety seat use.

- *Enforcement and Justice Services: \$2,717,000*

Focuses on driving while intoxicated (DWI) adjudication and supervision (prosecutors and DWI courts); demonstrates effective countermeasure programs; and provides national leadership in working with enforcement and criminal justice partners – including licensing authorities – on impaired driving, occupant protection, and other serious traffic safety issues.

- *Emergency Medical Services (EMS): \$2,320,000*

Provides technical assistance to States and national organizations to implement the outcomes from the *National EMS Agenda for the Future*, including EMS education, research, wireless E911, National EMS Information System (NEMSIS) performance measurement, and EMS workforce analysis and development. As a lead Federal EMS coordination agency, NHTSA will collaborate with other Federal agencies and help to assure consistent nationwide EMS programs.

- *Traffic Records, Driver Licensing, & Driver Education: \$2,660,000*

Improves timeliness, accuracy, completeness, and accessibility of State Transportation Safety Information System data and advance standardized driver licensing procedures and testing, including enhanced uniform identification practices. Promotes state-of-the-art driver education curriculum with technical assistance provided to the States.

- *Highway Safety Research: \$11,430,000 (Of the total program amount, \$4.597 million is funded under grant administrative expenses.)*

Focuses on impaired driving and occupant protection and continues efforts to reduce crashes caused by young drivers, older drivers, pedestrians, bicyclists, motorcyclists, and speeding and aggressive driving. Provides funding for research studies required under SAFETEA-LU.

- *Emerging Traffic Safety Issues: \$593,000*

Supports data-driven initiatives required to address growing safety risks, including as appropriate, targeted communication programs for identified problems.

- *Older Driver Safety: \$500,000*

Promotes and coordinates medical review guidelines with State licensing agencies. Expands partnerships with nursing and physician assistants organizations to promote their involvement in the screening and counseling of older drivers.

- *National Driver Register (NDR): \$3,075,000*

Supports increased capacity and efficiency improvements of the national database to assist States in processing individual drivers' licenses by identifying drivers whose licenses are denied, suspended, or revoked for serious traffic offenses.

- *National Occupant Protection Use Survey: \$1,656,000 (This program is fully funded by grant administrative expenses.)*

Conducts NHTSA's annual probability-based observational survey on daytime safety belt use in the United States. This survey has been expanded and now includes additional information such as cell phone use.

- *International Activities in Behavioral Traffic Safety: \$100,000*

Cooperate with other countries bilaterally and through international organizations to allow 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.

- *Enhance 911 Act Implementation: \$500,000*

Supports an E911 Implementation Coordination Office (ICO), housed at NHTSA. The ENHANCE 911 Act of 2004 requires NHTSA, in cooperation with the National Telecommunications and Information Administration (NTIA), to improve coordination and communications of E911 services by establishing such office.

RESEARCH AND DEVELOPMENT

National Center for Statistics and Analysis: \$20,059,000 (Total FY 2007 request is \$25,883,000. This program is split-funded and the balance of \$5,824,000 is funded under the Vehicle Program.)

- *Fatality Analysis Reporting System (FARS): \$7,063,000*

Collects and provides national highway fatality data that is vital to NHTSA's ability to identify life-threatening problems on the Nation's highways. Also provides the essential metrics for determining the real-world effectiveness of countermeasures aimed at reducing deaths.

- *National Automotive Sampling System (NASS): \$12,230,000*

Collects and provides data critical to researchers in developing and monitoring motor vehicle safety systems that save thousands of lives each year, using national sampling methods and including detailed medical and injury data.

- *Data Analysis Program: \$2,000,000*

Conducts essential analytical projects, provides responses to requests from the public, and generates metrics that enable NHTSA to track progress toward meeting national goals.

- *State Data Systems: \$2,890,000*

Collects and provides essential crash information directly from State Data Systems, not available from other traffic data collection systems, filling an important gap by enabling the agency to further understand crash outcome information.

- *Special Crash Investigations (SCI): \$1,700,000*

Identifies and documents the effects of rapidly changing vehicle technologies to assess their impact on real-world motor vehicle crashes through the conduct of specialized and detailed on-site crash investigations.

Motor Vehicle Crash Causation survey (MVCCS): \$7,000,000

- Collects nationally representative up-to-date factors associated with the causes of light motor vehicle highway crashes. This pre-crash data will be collected on-scene in order to collect the detailed data necessary to analyze, develop and evaluate potential intervention technologies for safety related systems. This is the first update of this important transportation safety information in three decades. This initiative will span six years and began in FY 2005.

HIGHWAY TRAFFIC SAFETY GRANTS

- *Section 402 Formula Grants: \$220,000,000*

SAFETEA-LU reauthorized the State and Community Highway Safety formula grant program to support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions of the State.

- *Section 405 Occupant Protection Incentive Grants: \$25,000,000*

SAFETEA-LU amended Section 405 (a) of Chapter 4 of Title 23 to encourage States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A State may use these grant funds only to implement and enforce occupant protection programs.

- *Section 406 Safety Belt Performance Grants: \$124,500,000*

SAFETEA-LU established a new program of incentive grants to encourage the enactment and enforcement of laws requiring the use of safety belts in passenger motor vehicles. 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.

- *Section 408 State Traffic Safety Information Systems Improvement Grants: \$34,500,000*

SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these State data systems, including traffic records, with other data systems within the State; and to improve the compatibility of the State data system with national data systems and data systems of other States to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A State may use these grant funds only to implement such data improvement programs.

- *Section 410 Alcohol Incentive Grants: \$125,000,000*

SAFETEA-LU amended the alcohol-impaired driving counter measures incentive grant program to encourage States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A state may use these grant funds to implement the impaired driving activities described in the Programmatic Criteria, as well as costs for high visibility enforcement; the costs of

training and equipment for law enforcement; the costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; the costs of a State impaired operator information system, and the costs of vehicle or license plate impoundment.

- *Section 2010 Motorcyclist Safety Grants: \$6,000,000*

SAFETEA-LU established a new program of incentive grants to encourage 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.

- *Section 2011 Child Safety and Child Booster Seat Safety Incentive Grants: \$6,000,000*

SAFETEA-LU established a new incentive grant program to make grants available to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs.

- *High Visibility Enforcement: \$25,000,000*

Supports the States' increased enforcement programs through the continued provision of national paid media during mobilization and crackdown efforts.

- *Grant Administrative Expenses: \$17,750,000*

Provides funding for salaries and operating expenses related to the administration of the Grant Programs and supports the National Occupant Protection User Survey (NOPUS) and partially funds the Highway Safety Research programs.

GENERAL ADMINISTRATION

General Administration: \$333,000 (Total FY 2007 request is \$673,000. This program is split funded and the balance of \$340,000 is funded under the Vehicle Program.)

- *Program Evaluation: \$279,000 (Total FY 2007 request is \$489,000. Balance of \$210,000 is funded under the Vehicle Program.)*

Provides objective and quantitative information on the effectiveness, benefits, and costs of existing regulations and programs; and continues evaluating antilock brake systems for heavy trucks, advanced frontal air bags, side air bags, head protection air bags, motorcycle brakes, headlamp glare problems, and child passenger safety measures.

- *Strategic Planning: \$54,000 (Total FY 2007 request is \$94,000. Balance of \$40,000 is funded under the Vehicle Program.)*

Implements strategic planning agency-wide to set organizational direction and develop action plans to accomplish the agency's mission to reduce highway-related fatalities and injuries.

SALARIES AND OPERATING EXPENSES

Salaries and Operating Expenses: \$36,071,000

- Provides salaries and benefits, travel and operating costs related to Behavioral Safety.

VEHICLE SAFETY

The FY 2007 Budget request, in the amount of \$119.965 million, will result in reduced highway fatalities by improving the safety performance of motor vehicles through the conduct of research, issuance of safety standards, investigation and mitigation regarding defects, and enforcement of safety standard compliance. These activities promote new and innovative crash avoidance technologies, improved occupant protection and crashworthiness of vehicles, resulting in motor vehicle crashes that are increasingly preventable and survivable, with lessening injuries.

Vehicle Safety Summary (Dollars in Thousands)

PERFORMANCE BASED PROGRAMS	FY 2005 Enacted	FY 2006 Enacted	FY 2007 Request	+/- 06/07
Rulemaking	9,938	12,724	12,853	+129
Enforcement	17,983	18,094	18,277	+183
Research & Development	66,639	41,061	37,152	-3,909
General Administration	477	267	340	+73
Salaries and Operating Expenses	57,063	46,234	51,343	+5,109
Total	152,100	118,380	119,965	+1,585

FY 2007 HIGHLIGHTS

RULEMAKING

- *Safety Standards Support: \$2,300,000*

Conducts testing and analysis for rulemaking actions to improve rollover prevention and protection; develops occupant containment requirements to reduce ejection through side windows; improves motorcycle conspicuity and brakes; upgrades detection systems for commercial vehicles; improves tire aging performance; and performs cost and lead time studies and regulatory review assessments. Also includes fostering cooperative activities on bilateral and multilateral bases to learn best practices leading to the development and adoption of globally harmonized vehicle safety regulations.

- *New Car Assessment Program: \$10,500,000*

Conducts testing to provide consumer information on ratings for frontal and side crashworthiness and child safety seat ease-of-use; rollover static and dynamic tests; and braking performance tests. NHTSA will provide consumers with frontal and side-impact information on approximately 80 percent of new vehicles. In addition, the agency will provide consumers with Child Safety Ease-of-Use ratings on about 85 percent of new child safety seats. Finally, NHTSA is requesting \$2.685 million to meet the SAFETEA-LU requirements to further improve timeliness and fleet coverage so that ratings will be available at the beginning of the model year

- *Theft: \$53,000*

Provides the statutorily-required report on information regarding theft and recovery of motor vehicles (including passenger cars, light trucks, and multi-purpose vehicles), comprehensive insurance coverage, and actions taken by insurers to reduce motor vehicle thefts.

ENFORCEMENT

- *Vehicle Safety Compliance: \$7,696,000*

Verifies compliance of new vehicles and equipment with the requirements of the Federal Motor Vehicle Safety Standards to support reduction of motor vehicle fatality rates.

- *Defects Investigation: \$10,429,000*

Conducts investigations to identify defects in motor vehicles and motor vehicle equipment to support reduction of motor vehicle fatalities, injuries and crash rates. NHTSA will initiate mitigation actions, such as recalls, to address areas of concerns.

- *Odometer Fraud: \$152,000*

Develops and issues five cooperative agreements that encourage States' enforcement agencies to initiate new odometer fraud activities or enhance their existing programs designed to reduce the occurrence of odometer fraud.

RESEARCH AND DEVELOPMENT

- *Safety Systems: \$7,726,000*

Conducts research to support the development and/or upgrade of safety standards for compatibility, frontal crash protection, advanced air bag systems, side crash protection, roof crush protection, ejection prevention, fuel system integrity, and child safety.

- *Biomechanics: \$11,500,000.*

Continues experimental, analytical, and field research efforts to enhance basic understanding of prevalent injury mechanisms; develops injury criteria and performance limits for injury detection and control; and designs, tests, evaluates, and documents a family of advanced crash test dummies for incorporation into safety regulations.

- *Crash Avoidance and Human Vehicle Performance: \$6,750,000*

Conducts driver-vehicle safety research related to driving performance, driver workload demands, driver distraction issues, the safety impact of in-vehicle devices, and research in driver alertness, utilizing the National Advanced Driving Simulator to perform research and tests.

- *Heavy Vehicles: \$2,115,000*

Continues research to support upgrading safety standards for braking and indirect visibility of heavy trucks. Program will complete research on heavy truck tire pressure monitoring system.

- *Pneumatic Tire Research: \$300,000*

Conducts research and tests new tire strength and debanding test methods to support passenger car tire standards.

- *National Center for Statistics and Analysis (NCSA): \$5,824,000 (Total program funding is \$25,883,000. Balance is funded under the Behavioral Safety Program.)*

For a description of the programs under NCSA, see the Behavioral Safety section of this document.

- *Early Fatality Notification Reporting System/FastFARS: \$1,000,000*

Provides near real-time counts of the number of fatalities resulting from motor vehicle crashes – providing more timely information on progress toward meeting National and State highway safety improvement goals.

- *Hydrogen Fuel Cell: \$925,000*

Supports the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative-fuel vehicles; and evaluates relevant national and international codes, standards, and regulations.

- *Vehicle Research and Test Center (VRTC): \$1,012,000*

Provides funding to cover testing facility lease, utilities, and other operating expenses and maintain equipment necessary to conduct test and research activities.

GENERAL ADMINISTRATION

General Administration: \$340,000 (Total FY 2007 request is \$673,000. This program is split funded and the balance of \$333,000 is funded under the Behavioral Safety Program.)

- *Program Evaluation: \$210,000 (Total FY 2007 request is \$489,000. Balance of \$279,000 is funded under the Behavioral Safety Program.)*

See Behavioral Safety section for a description of the program.

- *Strategic Planning: \$40,000 (Total FY 2007 request is \$94,000. Balance of \$54,000 is funded under the Behavioral Safety Program.)*

See Behavioral Safety section for a description of the program.

- *Economic Analysis: \$90,000*

Promotes to Federal and academic partners the dissemination of the Functional Capacity Index (FCI) that measures the long-term outcomes of injuries.

SALARIES AND OPERATING EXPENSES

Salaries and Operating Expenses: \$51,343,000

- Provides salaries and benefits, travel and operating costs related to Vehicle Safety.

ENVIRONMENTAL STEWARDSHIP

This request of \$2.035 million will improve fuel economy in the light vehicle fleet, thereby reducing American dependence on foreign oil, conserving a nonrenewable natural resource.

Environmental Stewardship Summary (Dollars in Thousands)

PERFORMANCE BASED PROGRAMS	FY 2005 Enacted	FY 2006 Enacted	FY 2007 Request	+/- 06/07
Safety Performance — Fuel Economy	1,262	1,289	1,302	+13
Salaries and Operating Expenses	1,495	1,562	733	-829
Total	2,757	2,851	2,035	- 816

FY 2007 HIGHLIGHTS

CORPORATE AVERAGE FUEL ECONOMY PROGRAM (CAFE)

- *Corporate Average Fuel Economy (CAFE): \$1,302,000*

Evaluates potential definitional and structural changes in the Corporate Average Fuel Economy (CAFE) regulation; estimates a model to predict manufacturer fleet mix changes in response to changes in the CAFE regulation; determines the intrinsic value of vehicle characteristics to consumers; performs technology assessments to determine the potential fuel savings, environmental impacts, and manufacturer's ability to incorporate new technology into the light duty fleet; and continues to refine and update the CAFE database to perform analyses and to quickly respond to inquiries for data and analysis.

- *Salaries and Operating Expenses: \$733,000*

Funds the FTEs and associated direct and indirect operational costs of NHTSA to support these program areas.

NHTSA PERFORMANCE MEASURES

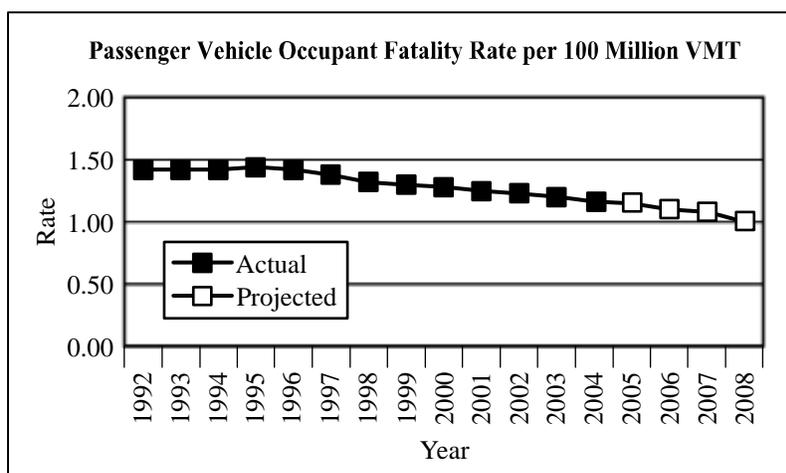
The Department has made transportation safety its highest priority. The Secretary has mandated an ambitious DOT-wide safety goal to reduce the traffic fatality rate to no more than 1 fatality per 100 million vehicle miles traveled (VMT) by the end of 2008. This target was determined by conducting an analysis of the projected effectiveness of several safety programs from NHTSA, the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA). While NHTSA plays a significant role in helping the Department to achieve this target, ultimately this goal can only be met through the combined efforts of other agencies in the Department, the States, local communities, and other highway partners. (For details on the part of FHWA and FMCSA efforts aimed at achieving the DOT highway-related fatality goal, please see the performance sections of their respective budget requests.)

NHTSA Outcome Measure

In support of the DOT goal, NHTSA has established an outcome measure to reduce the passenger vehicle occupant fatality rate (includes passenger cars, pickup trucks, vans, and SUVs) to 1.0 by 2008.

Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle miles traveled (PVMT).

2002: 1.24
2003: 1.21
2004: 1.17
2005 Target: 1.15
2006 Target: 1.12
2007 Target: 1.10
2008 Target: 1.00



The passenger vehicle occupant fatality rate has declined sharply since 1995 when the rate was 1.44. In 2004, the passenger vehicle occupant fatality rate declined to 1.17. In order to further reduce this rate, NHTSA implements programs designed to address the agency's top priorities, including programs to increase safety belt use, reduce alcohol-related crashes, mitigate rollover crashes, and improve compatibility between vehicles by enhancing side-impact prevention and protection. By achieving positive results in these high-priority areas, the agency expects continued reductions in the passenger vehicle occupant fatality rate.

The 2004 Fatality Analysis Reporting System (FARS) Annual Assessment indicates a drop of 578 passenger vehicle occupant fatalities (a 1.8-percent reduction), which represents the largest drop both in terms of number and percent since 1992. The number of occupant fatalities in passenger cars decreased by 3.2 percent. However, occupant fatalities in light trucks and vans (LTVs) – to

include sport utility vehicles (SUVs), vans, and pickup trucks – increased by 0.4 percent, with occupant fatalities in SUVs alone increasing by 5.6 percent.

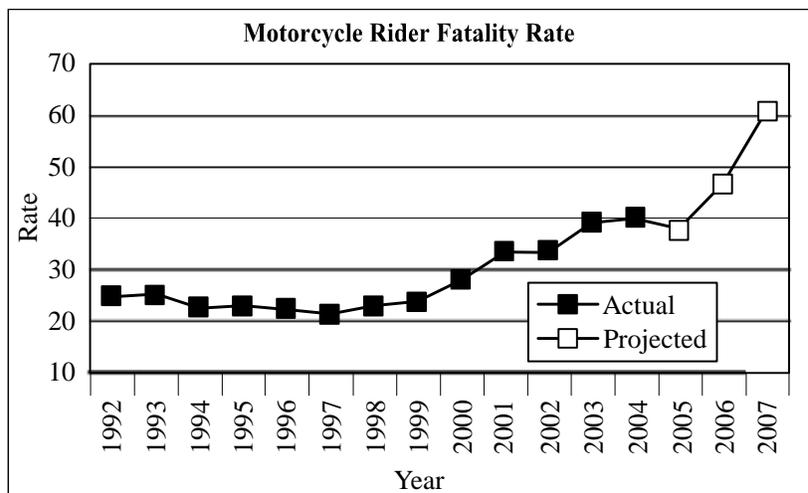
A further reduction in occupant fatalities and the passenger vehicle occupant fatality rate can be achieved by increased availability of front and side airbags, increased safety belt use, a reduction of alcohol- and drug-impaired driving, and increased use of age-appropriate child safety seats. Consequently, the agency has set a 2007 target rate of 1.10 fatalities per 100 million passenger vehicle miles traveled, with the ultimate goal being a rate of 1.0 by 2008.

NHTSA Intermediate Outcome Measures

NHTSA’s intermediate performance measures support both the overall DOT goal and the agency’s passenger vehicle occupant fatality rate goal. NHTSA’s intermediate performance measures for 2007 include: (1) reducing the expected rate of increase in the motorcycle rider highway fatality rate; (2) reducing the non-occupant fatality rate; (3) reducing the high-BAC (.08+) crash fatality rate; (4) increasing safety belt use; and (5) increasing restraint use among children from birth to age 7. The agency has included output measures in the budget program requests for each line item.

Reduce the rate of increase in motorcycle rider highway fatalities per 100 million motorcycle VMT.

2002: 33.96
2003: 38.78
2004: 39.89
2005 Target: 37.00
2006 Target: 46.00
2007 Target: 62.00



While 20 percent of passenger vehicle crashes result in injury or death to occupants, an astounding 80 percent of police-reported motorcycle crashes result in injury or death to involved riders. In 2004, the motorcycle rider fatality rate increased to 39.89. Motorcycle rider fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. In 2004, NHTSA’s annual assessment reports 4,008 motorcyclists were killed, an increase of 89 percent between 1997 and 2004. Without this substantial increase in motorcycle rider fatalities between 1997 and 2004, overall highway fatalities would have experienced a marked reduction of about 3 percent over this same time period.

Data for 2004 shows that motorcycle rider fatalities increased for every age group, however, the greatest losses were experienced in the “20-29” and the “40 and over” age groups. About two-thirds of the fatally injured motorcycle riders were not wearing helmets in States without universal

helmet laws compared to 15 percent in States with universal helmet laws. Alcohol-related crashes killed over 1,500 motorcyclists in 2004, increasing by more than 1 percent from 2003.

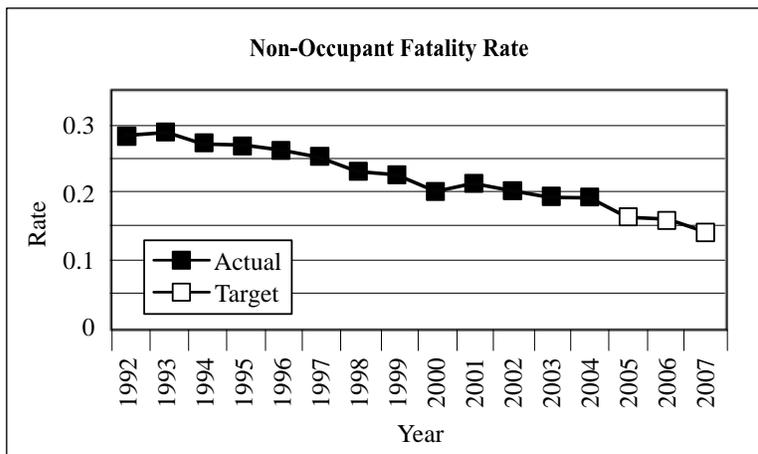
The 2004 motorcycle rider fatality data represents the third largest percentage increase since 1988 and reflects the levels last seen that year. In 2004, motorcycle rider fatalities made up 9.4 percent of all motor vehicle traffic crash fatalities. NHTSA has set a target rate of 62 fatalities per 100 million motorcycle miles traveled for 2007. This is an ambitious target considering agency projections show an increase to 63 in 2007. However, by focusing on this growing problem the agency hopes to bring the rate down from the projection to its targeted rate. Like other road users who are urged to protect themselves from injury or death by wearing safety belts, driving unimpaired, and observing traffic rules, many motorcycle deaths could be prevented if motorcyclists would take responsibility for ensuring they have done everything possible to make the ride safe by taking operator training, wearing protective gear, and riding sober.

In 2004, 20 States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, and two other U.S. territories required helmet use by all motorcycle operators and passengers. In another 27 States, only persons under a specific age, usually 18, were required to wear helmets. Three States had no laws requiring helmet use.

According to the Motorcycle Industry Council (MIC), new unit motorcycle sales continued to climb in 2004, rising through the one million mark and reaching levels not seen since the 1970s. MIC is currently estimating 2004 two-wheeler sales of nearly 1,050,000, with year-to-date sales up 4.4 percent through October 2004, marking the 12th consecutive year of growth for the U.S. motorcycle market. As a result, State operator training programs continue to have difficulty meeting the increased demand for their services.

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

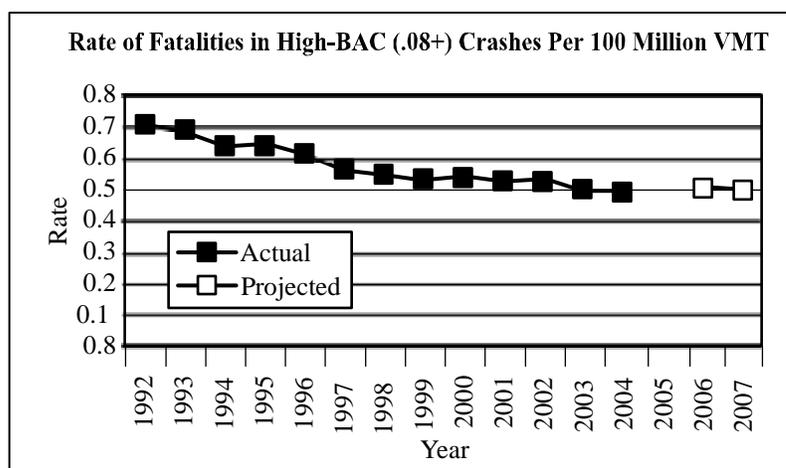
- 2002:** 0.20
- 2003:** 0.19
- 2004:** 0.19
- 2005 Target:** 0.16
- 2006 Target:** 0.16
- 2007 Target:** 0.15



According to the 2004 FARS Annual Assessment, the number of non-occupants of all types (pedestrians, pedalcyclists, and occupants of motor vehicles not in transport and of non-motor vehicle transport devices) killed in motor vehicle crashes again declined by another 1 percent in 2004, while the non-occupant fatality rate remained at 0.19. NHTSA has set its 2007 target at 0.15 fatalities per 100 million VMT.

Reduce the rate of fatalities in high- BAC (0.08+) crashes per 100 million VMT.

2003 Baseline: 0.51*
2004: 0.49
2005: TBD
2006 Target: 0.51
2007 Target: 0.49



In 2004, NHTSA estimates that about 7 percent of all police-reported crashes involved the use of alcohol – amounting to 39 percent of all fatal crashes, and claiming 16,694 lives. Recognizing that high-BAC drivers (.08 and above) make up 85 percent of the alcohol problem, for FY 2006 NHTSA created a new goal to reduce the rate of fatalities in high-BAC crashes for 2006 and beyond. In 1996 the high-BAC crash fatality rate amounted to 0.61 and decreased significantly to 0.49 in 2004. This is a "declaration of success" for State .08 laws. 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 most States (all States as of July 2004). The following chart shows the breakout of fatalities by highest BAC in the crash and the corresponding fatality rates for 2003 and 2004.

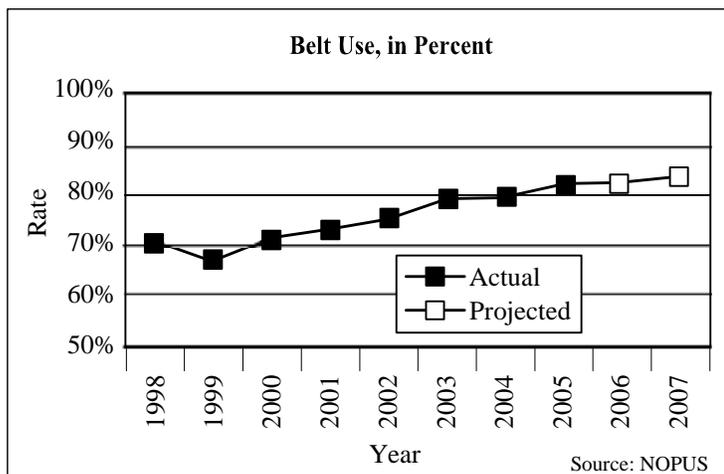
Highest BAC in Crash	YEAR		% Change
	2003	2004	
Total Alcohol-Related Fatalities/Fatality Rate 100 M VMT	17,105/ 0.59	16,694/ 0.56	-2.4 %
Impaired (.01 <=BAC <=.07)/ Fatality Rate 100 M VMT	2,427/ 0.08	2,285/ 0.08	-5.9%
Intoxicated (.08 <= BAC)/ Fatality Rate 100 M VMT	14,678/ 0.51	14,409/ 0.49	-1.8%

While there is still work that needs to be done to prevent alcohol-related fatalities in their totality, NHTSA is taking aggressive action to implement strategies to continue to focus on the high-BAC crash fatality at-risk population. This group was involved in 14,409 of the more than 16,500 alcohol-related fatalities. To reverse this trend, the agency has been implementing new programs, which are outlined in its Impaired Driving Integrated Project Team (IPT) report to address repeat and high-BAC offenders. Efforts focus on three priority strategies from the report: high-visibility law enforcement; support for prosecutors and Driving While Impaired (DWI) courts; and alcohol screening and brief intervention. With Minnesota's .08 BAC legislation taking effect in August 2005, now all 50 States, the District of Columbia, and Puerto Rico have enacted .08 BAC laws.

It is the agency's hope that alcohol-related fatalities, specifically high BAC crash fatalities, will continue to decline in the coming years.

Increase safety belt use.

- 2002:** 75 percent
- 2003:** 79 percent
- 2004:** 80 percent
- 2005:** 82 percent
- 2006 Target:** 82 percent
- 2007 Target:** 83 percent



In 2005, the National Occupant Protection Use Survey (NOPUS) showed a 7-percentage-point increase in belt use since 2002, which amounted to an 82 percent usage rate – an all-time high. The agency had set 2006's safety belt use target for 82 percent. NHTSA has set its 2007 target at 83 percent. These targets cannot be achieved without cooperation from States and local communities since passage of primary laws has proven to be the most effective way to ensure more vehicle occupants buckle up. In 2005, primary law States averaged 85 percent belt use, compared to 75 percent in States with secondary laws.

Over the past several years, the agency has been converting approximately 8.5 percent of the safety belt non-users into more regular belt users. However, continuing to convert this number each year becomes more difficult as the set of "hard core" non-users becomes a higher proportion of all remaining non-users.

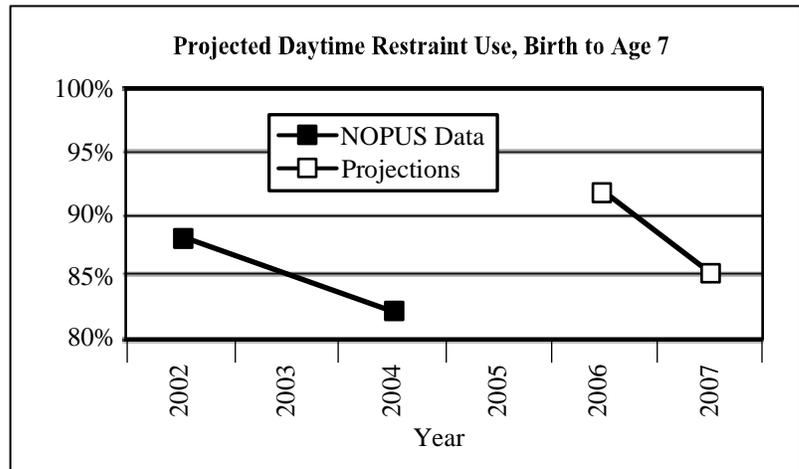
States and local communities will need to continue to pass and enforce safety belt laws and encourage safety belt use in order for the national targets to be met; especially since, in 2004, more than 3 out of 5 (62%) teen (ages 16-20) passenger vehicle occupants killed were unrestrained. This compares to a 54 percent unrestrained rate for adult fatalities (age 21 and older).

Safety belts are approximately 50 percent effective in preventing fatalities in severe crashes. The 82 percent safety belt usage rate will save 15,700 lives and prevent more than 350,000 serious injuries, saving \$67 billion in medical care, lost productivity, and other injury-related costs every year.

Conversely, the failure of crash victims to wear safety belts leads to an estimated 5,300 preventable fatalities, 73,000 serious nonfatal injuries, and \$15.8 billion in costs annually. Twenty-six percent of overall crash costs are paid by individuals directly involved in these crashes, the remaining 74 percent is paid by the public through insurance premiums, taxes, and higher health care costs. For each percentage point increase in safety belt use, an additional 2.8 million people buckle up, saving approximately 270 lives each year.

Increase restraint use among 0 through 7 year olds.

2002 Baseline: 88 percent
2003 Target: NA
2004: 82 percent*
2005: TBD**
2006 Target: 92 percent
2007 Target: 85 percent



* Note: The agency re-baselined its restraint use target for 2007 after data showed a significant decline from 88 percent in 2002 to 82 percent in 2004 (data in 2003 was not collected and data for 2005 is not yet available). The agency set its past targets based off of this one data point, but with a second year of data now available it was better able to forecast and project future restraint use in setting out-year targets. NHTSA has set a new target of 85 percent for 2007.

** 2005 data is not yet available.

Age-appropriate child safety seats are the most effective restraint systems available to child occupants of passenger vehicles. Restraint use by young children reached record levels in 2002 with 99 percent of infants and 94 percent of toddlers restrained. However, restraint use drops off when children reach the 4 -7 age category. Rear-facing infant seats reduce the risk of fatal injury in a car crash by 71 percent, forward-facing safety seats for toddlers by 54 percent, and safety belts by 45 percent. From 1975 to 2002, an estimated 6,567 lives were saved by the use of restraints (child safety seats, booster seats, or adult belts). In 2002, an estimated 376 children (under age 5) were saved as a result of child restraint use. If 100 percent of children were protected by child restraints, an estimated 485 lives (that is an additional 109) could have been saved in 2002.

The agency re-baselined its restraint use target for 2007 after data showed a significant decline from 88 percent in 2002 to 82 percent in 2004 (data in 2003 was not collected, and data for 2005 is not yet available). Past targets were based off of this one data point, but with a second year of data now available, the agency is better able to forecast and project future restraint use in setting out-year targets. NHTSA has set a new target of 85 percent for 2007.

By increasing restraint use among all children – and if the appropriate restraint systems are used correctly – the occurrences of death and injury should continue to decline. The agency relies on the States, local communities, and other groups to encourage the use of child restraints and booster seats and discourage placing children younger than 13 in the front seating position.

HIGHWAY TRAFFIC SAFETY GRANTS DISTRIBUTION OF NHTSA SECTION 402 (BASIC FORMULA GRANTS)

FY 2007 Estimated Obligations

<u>STATE/TERRITORY</u>	<u>Estimated Obligations</u>	<u>STATE/TERRITORY</u>	<u>Estimated Obligations</u>
ALABAMA	\$3,694,876	NEBRASKA	\$2,161,004
ALASKA	1,099,350	NEVADA	1,543,520
AMERICAN SAMOA	549,675	NEW HAMPSHIRE	1,099,350
ARIZONA	3,581,756	NEW JERSEY	5,126,016
ARKANSAS	2,760,271	NEW MEXICO	1,837,738
CALIFORNIA	20,848,237	NEW YORK	11,918,481
COLORADO	3,504,856	NORTH CAROLINA	5,769,322
CONNECTICUT	2,149,417	NORTH DAKOTA	1,488,545
DELAWARE	1,099,350	N. MARIANAS	549,675
DISTRICT OF COLUMBIA	1,099,350	OHIO	7,875,495
FLORIDA	10,352,808	OKLAHOMA	3,372,252
GEORGIA	6,031,553	OREGON	2,743,178
GUAM	549,675	PENNSYLVANIA	8,331,769
HAWAII	1,099,350	PUERTO RICO	2,302,937
IDAHO	1,327,806	RHODE ISLAND	1,099,350
ILLINOIS	8,643,418	SEC. OF INTERIOR	4,397,400
INDIANA	4,586,244	SOUTH CAROLINA	3,073,072
IOWA	3,098,616	SOUTH DAKOTA	1,508,193
KANSAS	3,244,901	TENNESSEE	4,292,902
KENTUCKY	3,234,843	TEXAS	15,433,393
LOUISIANA	3,255,013	UTAH	1,786,776
MAINE	1,099,350	VERMONT	1,099,350
MARYLAND	3,315,740	VIRGIN ISLANDS	549,675
MASSACHUSETTS	3,959,671	VIRGINIA	4,828,545
MICHIGAN	7,066,527	WASHINGTON	4,303,904
MINNESOTA	4,431,426	WEST VIRGINIA	1,478,685
MISSISSIPPI	2,534,173	WISCONSIN	4,437,167
MISSOURI	4,739,939	WYOMING	1,099,350
MONTANA	1,404,765		
			\$219,870,000
		TOTAL	

**FY 2007
National Highway Traffic Safety Administration**

