

National Highway Traffic Safety Administration



FISCAL YEAR 2016 BUDGET OVERVIEW



National Highway Traffic Safety Administration

Our Mission: Save lives, prevent injuries, reduce vehicle-related crashes

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

BUDGET OVERVIEW OF
FY 2016 CONGRESSIONAL SUBMISSION

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STATEMENT OF THE ADMINISTRATOR



Safety is the top priority—for the Department of Transportation (DOT), for the National Highway Traffic Safety Administration (NHTSA), and for the people we serve. Over the past decade, NHTSA has helped reduce traffic fatalities by nearly 25 percent. This remarkable achievement is due to a number of factors including safer vehicles, safer roads and safer behavior by road users. Despite that progress, we still have work to do. Far too many Americans –32,719 in 2013 – lose their lives on our highways every year. In the coming fiscal year, NHTSA is committed to using every tool available – including our regulatory and enforcement authority, our groundbreaking public awareness campaigns, our partnerships with States, our support for technological innovation and our research programs – to pursue our safety mission. In fiscal year (FY) 2016, the agency will make every effort to identify and address safety risks and continue the Nation’s downward trajectory in roadway fatalities.

NHTSA’s employees are dedicated to our mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. Our FY 2016 Budget Request is a key step in pursuit of our goals. NHTSA’s FY 2016 Budget Request totals \$908 million and includes \$179 million for Vehicle Safety, \$152 million for Behavioral Safety and \$577 million for State Grants and High Visibility Enforcement Support. This budget supports the Administration’s GROW AMERICA Act, which is designed to increase safety across all modes of surface transportation, keep our economy moving forward and enhance our efforts to ensure automakers quickly find and fix safety defects. And while we can never put a price on a life lost, this budget seeks to address the fact that, in 2010 alone, motor vehicle crashes posed \$871 billion in economic cost and societal harm on our Nation and citizens.

Our FY 2016 Budget Request also reflects the lessons of the past year. Our request includes significant increases from the FY 2015 request for vehicle defect programs, our behavioral research efforts, and our work to modernize our data systems. This request also includes an increase from FY 2015 enacted funding level for many of our other programs. These increases will both help ensure that NHTSA has the people and funding it needs to carry out our mission, and that we can make the best possible use of the resources available by investing in innovation.

NHTSA's programs span the full spectrum of vehicle and behavioral safety areas. Vehicles on our Nation's roadways are the safest in the world, and we remain dedicated to making them safer every day. Continuing advances in automotive technology and vehicle innovation have created completely new possibilities and offer enormous safety potential. But the data reminds us that three persistent facts remain in traffic safety—

- Fifty percent of all passenger vehicle occupants killed in crashes are unbelted;
- Thirty percent of all highway fatalities involve an impaired driver; and
- Ninety percent of all crashes involve an element of human error.

In order to move beyond these tragedies, our long-term vision is to both continue and build upon decades of improvements in vehicle structural safety, robust educational programs that encourage better driver behavior, and strong traffic safety laws supported by high visibility enforcement to advance promising new technologies that can stop crashes from happening in the first place. As I assume my new role at NHTSA, I look forward to pressing forward these initiatives and sharing more details about our programs.

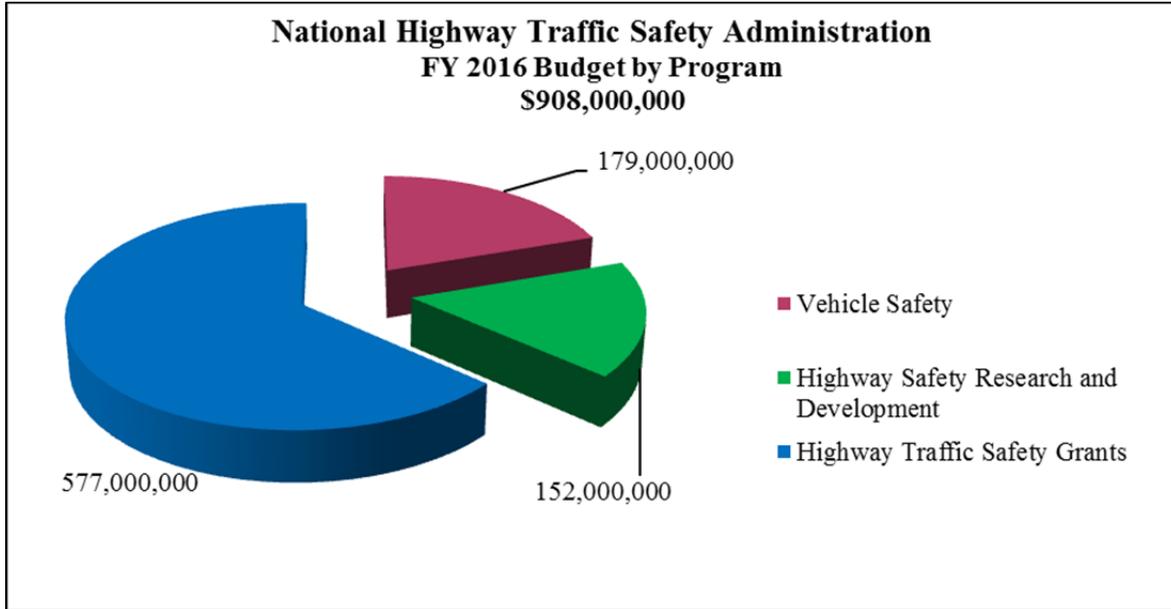
My guiding principles for the agency are to build upon the successes we have had by improving our effectiveness, expanding our communications efforts, and continuously looking for ways to innovate. This budget request will support our efforts, especially to innovate.

Vehicle safety is a collaborative effort among Federal and State governments, community leaders, automobile and parts manufacturers, researchers, families and individuals. I look forward to leading the agency and collaborating with all of our partners to achieve the greatest reduction in roadway crashes, injuries and fatalities in the most effective way possible with the budget that we have requested.

Mark R. Rosekind

National Highway Traffic Safety Administration
FY 2016 Budget Request

Overview



Currently, data from 2013 supports a trend downward that we expect will continue for the rest of the year through 2014. After a slight increase in motor vehicle crash fatalities in 2012, fatalities on U.S. roadways in 2013 resumed the decline that had started seven years prior. Despite the decline in fatalities, the Nation still lost 32,719 people in crashes on roadways during 2013. The preliminary data represents a decrease of about 3.1 percent compared to 2012. We are seeing a prolific increase of technology that we expect will significantly change driving behaviors as we move into FY 2016. NHTSA requests \$908 million for FY 2016 to effectively continue its mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes.

Our FY 2016 budget request will allow NHTSA to conduct rulemaking, enforcement, and vehicle research, as well as to develop and implement data-driven, workable, and self-sustaining highway safety programs that reduce highway injuries and fatalities. NHTSA provides grants to States and local communities, and supports research, demonstration projects, and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs. The hard work and dedication of NHTSA's staff and the programs they administer directly translate to the prevention of senseless motor vehicle crashes, and lives saved on our Nation's roadways.

Priority Areas

Vehicle Safety

Safe vehicles are a vital component of preventing roadway fatalities, and NHTSA has a long history of ensuring that the vehicles on our Nation's roadways are the safest they can be to protect occupants. The Vehicle Safety program includes vehicle research, enforcement, rulemaking, and data collection and analysis. We are seeking two significant budget increases in this area to enhance our ability to address important safety issues: (1) increased funding for the Office of Defects Investigation (ODI) to enhance its ability to attract safety complaints from consumers about their vehicles and equipment and to upgrade its data analysis capabilities to help it more readily identify possible safety defects and (2) additional full-time equivalents (FTEs) to help enable NHTSA address the increasing demands on the Vehicle Safety program, including those in the area of defects investigation and recalls. One fact illustrates the need for additional personnel: although there are more than 250 million registered vehicles in the United States, ODI has fewer than 20 defect investigators.

In recent years, more and more electronic control systems are being introduced into vehicles. These electronic systems control such safety-critical functions as steering, braking, and throttle, and in alternative fuel vehicles, a range of system features. Many emerging vehicle technologies present enormous life-saving potential, but we must ensure that they don't pose unintended safety consequences or distract vehicle operators from their primary task: driving safely. The 2016 Budget Request supports necessary research, rulemaking and enforcement activities concerning the effectiveness, reliability, interoperability, privacy and security of these systems and their associated effects on safety.

NHTSA also plans to build upon the corporate information factory (CIF) that the agency is implementing to enhance the ability of the Office of Defects Investigation (ODI) to identify safety defect trends. The CIF will integrate multiple databases and facilitate data mining and analysis across those various databases, including external data sources, for quicker identification of potential safety defects. These enhancements will help ensure that NHTSA detects unsafe vehicles and equipment earlier in the development of the underlying safety problems and make sure that possible clues to such problems that may reside in different databases are found. The CIF will also provide new data analysis capability for other NHTSA staff and stakeholders.

In 2013 NHTSA announced a policy concerning vehicle automation, including plans for research on related safety issues and recommendations for States related to the testing, licensing, and regulation of "fully autonomous" or "self-driving" vehicles. Our top priority with regard to vehicle automation remains to ensure these vehicles – and their occupants – are safe. Our research covers all levels of automation, including advances like automatic emergency braking

systems that may save lives in the near term; while the recommendations to States help them better oversee self-driving vehicle development, which holds promising long-term safety benefits.”

In February 2013 NHTSA announced that it began taking steps to enable vehicle-to-vehicle (V2V) communication technology for light vehicles. This technology would improve safety by allowing vehicles to "talk" to each other and ultimately avoid many crashes altogether by exchanging basic safety data, such as speed and position, ten times per second. By helping drivers avoid crashes, this technology will play a key role in improving the way people get where they need to go while ensuring that the U.S. remains the leader in the global automotive industry. NHTSA research indicates that safety applications using V2V technology can address a large majority of crashes involving two or more motor vehicles. With safety data such as speed and location flowing from nearby vehicles, vehicles can identify risks and provide drivers with warnings to avoid other vehicles in common crash types such as rear-end, lane change, and intersection crashes. These safety applications have been demonstrated with everyday drivers under both real-world and controlled test conditions. The safety applications currently being developed provide warnings to drivers so that they can prevent imminent collisions, but do not automatically operate any vehicle systems, such as braking or steering. NHTSA is already considering future actions on active safety technologies such as automatic emergency braking systems that rely on on-board sensors. Those technologies are eventually expected to blend with the V2V technology. NHTSA sees a convergence of the innovation streams of on-board active safety, vehicle-to-vehicle communications and vehicle automation, and we are preparing for the promise as well as the challenges of this technological confluence.

With alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, we need to expand our ability and capacity to test, monitor and troubleshoot new technologies as expeditiously and efficiently as possible. With many new crash avoidance technologies under development, expanding our capability to test human interactions with these systems is also imperative. To address this, we propose in FY 2016 to continue plans to expand technical capabilities through the purchase of equipment for the Vehicle Research and Test Center as part of the effort initiated in FY 2014 to provide enhanced capability of advanced testing of emergent technologies.

In support of the Secretary's strategic objective of Environmental Sustainability, we will support ongoing rulemakings under the Corporate Average Fuel Economy (CAFE) program. This will include implementation of the President's directive to increase fuel efficiency and decrease greenhouse gas pollution from model years 2019 and beyond, Medium and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, and rulemaking activities for the Passenger Car and Light Trucks program beyond model year 2022. Our request will address new and unique safety concerns involving alternative fuel vehicles such as electric, hydrogen, and natural gas that will likely increase in the U.S. automotive fleet as a result of CAFE

standards. Funding will also enable changes in crashworthiness test methods and standards for a vehicle fleet likely to become smaller, lighter, and stiffer as manufacturers modify their fleets to meet revised CAFE standards.

Highway Safety

While strengthening NHTSA's long-term focus on impaired driving and occupant protection, the FY 2016 budget includes a number of new approaches to address emerging safety concerns and to use resources more efficiently. Educating roadway users and community leaders to adopt safe behaviors, in conjunction with effective law enforcement have helped to reduce fatalities to the lowest levels in reported history.

With requested funds, we will sustain participation with law enforcement officers, prosecutors and judges in priority agency behavioral programs. Active participation of criminal justice professionals is crucial to the success of the agency's key programs, especially occupant protection, alcohol and drug impaired driving initiatives, speed management, and driving while distracted, primarily through texting and cell phone usage. This initiative will continue to mobilize and enable a network of peer outreach law enforcement liaisons (LELs) to advance NHTSA programs and provide ongoing technical assistance to law enforcement at the State and local level, and support the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) program, conducted in partnership with the Department of Justice. Of the amounts requested, NHTSA will use up to \$5 million for the development and placement of broadcasting media to support the enforcement of State distracted driving laws. Also, with the requested funds, we will contribute to the National Drug Control Strategy promulgated by the Office of National Drug Control Policy. NHTSA's contributions will be in implementing a streamlined training program for law enforcement officers, development of new educational materials for prosecutors and judges, and expansion and synthesis of data collection on drugged driving cases. Additionally, we are requesting funding for our annual *Click It or Ticket* (CIOT) mobilization in an effort to increase seatbelt use, and advance our Labor Day and December anti-distracted driving campaigns by examining the effectiveness of a combined emphasis safety campaign (focusing on multiple programmatic areas, e.g. impaired driving, occupant protection and speed). We expect to continue the heatstroke initiative to remind drivers to *Look Before You Lock* to save children from being left unattended in a parked car.

NHTSA plans significant new research initiatives in the areas of drug - impaired driving, fatigue and pedestrian and bicycle safety.

Drug - Impaired Driving

More comprehensive research in the area of drug – impaired driving is especially urgent as additional States consider legalization of marijuana use. NHTSA requests additional resources in FY 16 to conduct research to improve the understanding of the magnitude of

the drug – impaired driving problem so that States can appropriately scale and target countermeasure activities. NHTSA will also examine the effect of key State policy differences on prevalence of marijuana use by drivers and will conduct a descriptive analysis of State policies to control the use of marijuana.

Driver Fatigue

Current estimates of fatigue-related fatal crashes are limited in accuracy due to their dependence on police reports or self – reports. NHTSA requests additional resources in FY 16 to initiate research to better understand and control the risks of driver fatigue. Topics within this research agenda include development of an imputation model for estimating the scale of fatigue-related crashes, the development and testing of countermeasures for high risk public safety personnel, and the development and testing of countermeasures for high risk drivers. Through these studies, the agency will be able to address the potential for changes to shift operations and hours of service and for developing informational and persuasive approaches to shape community expectations related to driving while tired.

Pedestrian and Bicyclist Safety

Under the leadership of Secretary Foxx, the Department has initiated a range of pedestrian and bicycle safety initiatives. The effectiveness of these programs is best measured according to exposure (incidents per unit of walking or biking). There is currently no reliable, accurate, and repeatable measure of exposure for pedestrians or bicyclists; this limits our ability to refine techniques and safety countermeasures. The DOT strategic plan highlights the importance of exposure data on a population basis. NHTSA requests additional resources in FY 16 to improve the quality of program evaluations that are conducted in the pedestrian and bicyclist safety through the establishment of reliable, accurate, and repeatable measures of exposure for pedestrians and bicyclists. This work will complement work done at the Federal Highway Administration.

Traffic Safety Grants

Public Law 112-141, MAP-21, authorized several Traffic Safety Grants in FY 2013 and FY 2014. MAP-21 provided funding for Section 402, Highway Safety Programs and Section 2009, High Visibility Enforcement. MAP-21 also authorized Section 405, National Priority Safety Programs, which consolidated several behavioral safety grants, created new grants for Distracted Driving Grants and State Graduated Driver Licensing Laws, and provided funds for In-Vehicle Alcohol Detection Device Research. The GROW AMERICA Act proposes to continue these grant programs and funding for In-Vehicle Alcohol Detection Device Research. MAP-21 codified State performance measurement activities that contribute to the ongoing progress and effectiveness of NHTSA highway safety grant programs.

States are vital partners in improving safety on our nation's roadways. Application of the grant program across the Nation has resulted in States using evidence – based data to identify traffic safety problems and selecting and implementing proven countermeasure strategies to address them. We request funding for the Section 402 State and Community Highway formula grants to help support the implementation of a comprehensive statewide traffic safety enforcement program to ensure continued traffic enforcement in resource challenged states and communities, and to pool funding across jurisdictions for joint highway safety programs.

We also request the authorized drawdown from the Section 402 grant program to establish important initiatives to improve the ability of States to manage traffic safety. This cooperative research and evaluation program of highway safety countermeasures would develop research and demonstration programs and projects with the States to respond to State-identified emerging issues. This program is proposed to be jointly managed by NHTSA and the States, as noted in P.L. 112-141, MAP-21 and continued in the proposed GROW AMERICA Act.

In FY 2016, we request funding for Section 405, National Priority Safety Grants. Section 405 includes Occupant Protection Incentive Grants, State Traffic Safety Information System Improvements Grants, Impaired Driving Countermeasures Grants, Motorcyclist Safety Grants, Child Safety and Booster Seat Incentive Grants, Distracted Driving Grant, State Graduated Driver Licensing Laws, and funds for In-Vehicle Alcohol Detection Device Research. The agency also request funds for Section 2009, High Visibility Enforcement program. The Section 2009 High Visibility Enforcement program will continue to provide funding for NHTSA's annual media campaigns.

ADMINISTRATIVE SAVINGS

Executive Order 13589, Promoting Efficient Spending

In support of the Administration's Executive Order to Promote Efficient Spending, NHTSA has identified current and on-going cost saving initiatives that support the Campaign to Cut Waste.

Campaign to Cut Waste

NHTSA is committed to its fiduciary responsibility for taxpayer dollars. We have proactively taken steps to closely review and reduce where possible any non-mission critical activities conducted in areas such as, Travel, Printing, Conferences and Vehicle Fleet. We have started to take steps to cut any waste or excess spending in these areas, such as moving to an on-demand printing of our publications and brochures that will reduce our warehousing costs.

- **Information Technology and Communication** - The Chief Information Officer (CIO) continues to participate with the Department to reduce IT spending by 10 percent through the following: identify specific equipment usage per employee (Persona) which will allow the better matching of IT equipment to the specific needs of the employee. Additional effort is focused on reducing the number of communication devices per individual, such as eliminating desk phones and fax machines.
- **Printing/Reproduction** - NHTSA is continuing its focus on encouraging all staff to use electronic resources in place of printed materials. For example, the agency has significantly reduced its orders of hard-copy publications from the Federal Register, instead making use of the Federal Register's on-line resources.

NHTSA is actively reviewing the number of desktop printers, and will further reduce these in our common space areas. NHTSA has participated with the Department in the replacement/modernization of its centralized multi-function printer fleet for printing/copying/faxing/scanning, reducing the number of devices, and making more efficient use of those retained.

- **Data Centers** - NHTSA fully supports the Federal Data Center Consolidation Initiative and will complete transition and consolidation of NHTSA's multiple data processing locations into DOT sanctioned data centers.
- **Travel/Transportation Costs** - NHTSA is focused on streamlining conferences and seminars, including reducing the number of attendees. Additionally, NHTSA is working to reduce its motor vehicle fleet inventory.
- **Advisory Contracts** - NHTSA has undertaken a careful review and analysis of its advisory contracts to determine the appropriate funding levels for these contracts. This includes the proper classification of services ordered.

CONGRESSIONAL REPORTING/FOLLOW-UP TO ACTION PLANS

NHTSA will report to Congress on several directives as shown in the attachment.

CONCLUSION

In conclusion, NHTSA's FY 2016 budget request of \$908 million will continue to support the agency's on-going and new safety programs and activities, while ensuring that we keep pace with emerging roadway safety trends, such as distraction, vehicle electronics, and fuel economy. Funding at the requested level will allow the agency to continue to work toward its important mission to save lives and reduce injuries on our Nation's roadways.

EXHIBIT II-2
FY 2016 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

| <u>ACCOUNT NAME</u> | <u>FY 2014 ACTUAL</u> | <u>FY 2015 ENACTED</u> | <u>FY 2016 REQUEST</u> |
|--|---------------------------|----------------------------|----------------------------|
| VEHICLE SAFETY RESEARCH (GF) | \$ 134,000 | \$ 130,000 | \$ - |
| Rulemaking | 20,662 | 20,010 | - |
| Enforcement | 18,845 | 18,980 | - |
| Research and Analysis | 32,483 | 29,000 | - |
| Program Unallocated | - | - | - |
| Administrative Expenses | 62,010 | 62,010 | - |
| Administrative Expenses Unallocated | - | - | - |
| VEHICLE SAFETY RESEARCH (TF) | \$ - | \$ - | \$ 179,000 |
| Safety Performance (Rulemaking) | - | - | 24,920 |
| Safety Assurance (Enforcement) | - | - | 40,756 |
| Research and Analysis | - | - | 40,190 |
| Administrative Expenses | - | - | 73,134 |
| Administrative Expenses Unallocated | - | - | - |
| HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF) | \$ 123,500 | \$ 138,500 | \$ 152,000 |
| Highway Safety Programs | 46,659 | 48,859 | 62,659 |
| Research and Analysis - NCSA | 35,466 | 32,966 | 45,966 |
| Program Unallocated | - | 6,000 | - |
| Administrative Expenses | 41,375 | 50,675 | 43,375 |
| Administrative Expenses Unallocated | - | - | - |
| TOTAL OPERATIONS AND RESEARCH | \$ 257,500 | \$ 268,500 | \$ 331,000 |
| HIGHWAY TRAFFIC SAFETY GRANTS | | | |
| Section 402 Formula Grants | 235,000 | 235,000 | 241,146 |
| Section 2009 High Visibility Enforcement Program | 29,000 | 29,000 | 29,000 |
| Section 405 National Priority Safety Programs | 272,000 | 272,000 | 278,705 |
| Section 405 Occupant Protection Grants | 43,520 | 43,520 | 44,592 |
| Section 405 State Traffic Safety Information System Grants | 39,440 | 39,440 | 40,412 |
| Section 405 Impaired Driving Countermeasures Grants | 142,800 | 142,800 | 146,320 |
| Section 405 Distracted Driving Grants | 23,120 | 23,120 | 23,690 |
| Section 405 Motorcyclist Safety Grants | 4,080 | 4,080 | 4,181 |
| Section 405 State Graduated Driver Licensing Laws | 13,600 | 13,600 | 13,935 |
| Section 403h In-Vehicle Alcohol Detection Device Research | 5,440 | 5,440 | 5,574 |
| Administrative Expenses | 25,500 | 25,500 | 28,149 |
| Administrative Expenses Unallocated | - | - | - |
| TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF) | \$ 561,500 | \$ 561,500 | \$ 577,000 |
| TOTAL | \$ 819,000 | \$ 830,000 | \$ 908,000 |

Note: Totals may not add due to rounding.

Note: FY 2016 Target is only at the appropriation level. The variance from 2015 is only at the appropriation

Note: FY 2016 Target based on OMB-MAX Levels for General Fund and Trust Fund Contract Authority.

FY 2015 Request ties to OMB-MAX Levels for Obligation Limitation.

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

NHTSA's request of \$908,000,000 in FY 2016 will support vehicle and behavioral safety programs and activities to reduce serious injuries and fatalities on the Nation's roadways. The budget funding will support the following:

- Initiatives established by Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the proposed GROW AMERICA Act for FY 2016.
- Support the funding structure included in the GROW AMERICA Act.
- Streamline grant applications for States.
- Embrace a comprehensive, data driven approach to safety.

The FY 2016 request for vehicle safety is \$49 million higher than what was enacted in FY 2015. This includes approximately \$22 million is to expand and enhance the agency's safety defects investigations capabilities. The remaining \$5 million will fund 28.5 FTE that will increase the number of safety screeners and investigators, early warning data analysts.

The FY 2016 request for Highway Safety Research and Development is \$13.5 million higher than what was enacted in FY 2015. In FY 2015, NHTSA received a one-time increase of \$20 million, which offsets the following increases. National Center for Statistics and Analysis is requesting \$14 million to support our efforts to continue implementation of our newly modernized data systems. The remaining \$16 million support new research initiatives in the areas of drug-impaired driving, driver fatigue, and pedestrian and bicycle safety.

The FY 2016 request is \$78.0 million higher than FY 2015. The request will allow the agency to fund ongoing primary enforcement, safety and rulemaking activities, as well as NHTSA behavioral and State grant-making activities. In addition, the funding is requested for the salaries and benefits and the proposed 1.3 percent pay raise.

In FY 2016, \$179 million is requested for Vehicle Safety activities, an increase of \$49.0 million above FY 2015. The increased funding is due to the enhancements to the safety defects investigation program, to new and expanded efforts to address new and emerging technologies and to the salaries and benefits and the proposed 1.3 percent pay raise.

In FY 2016, \$152 million is requested for Highway Safety Research and Development, an increase of \$13.5 million above FY 2015. The requested funding will cover salaries and benefits and the proposed 1.3 percent pay raise.

Explanation of Major Funding for FY 2016

The Highway Safety Research & Development and Highway Traffic Safety Grants funding is mandatory, attributed to the Transportation Trust Fund (TTF). In prior years, Vehicle Safety Research was funded as discretionary, attributed to the General Fund (GF). In FY 2016, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

OPERATIONS AND RESEARCH: The FY 2016 President's Budget requests **\$331 million in Operations and Research activities**. Specific initiatives include:

- **Office of Safety Defects Investigation:** \$31.3 million is requested amount to enable NHTSA's Office of Defects Investigation (ODI) to improve its effectiveness, and meet growing challenges to identify safety defects quickly, ensure remedies are implemented promptly, and the public is informed of critical information in an effective manner.
- **Highway Safety Research and Analysis:** \$152 million is requested to support NHTSA's safety goals through **behavioral research, demonstrations, and technical assistance to States**. NHTSA activities emphasize national leadership relating to alcohol and drug countermeasures; occupant protection; distraction; traffic law enforcement; motorcycle riders; pedestrian and bicycle safety; and, young and older driver safety programs. NHTSA coordinates these efforts with numerous Federal partners, State and local governments and other organizations and safety associations.
- **Crash Data Collection:** \$41.7 million is requested to support NHTSA's **crash data collection activities in two major areas: the continuing legacy systems** of the Fatality Analysis Reporting System (FARS), State Data Systems (SDS), and Special Crash Investigations (SCI) as well as **the implementation of the newly modernized systems** of the Crash Report Sampling System (CRSS) and the Crash Investigation Sampling System (CISS), that will increase data reliability, expand data collection, and improve information technology.
- **New Car Assessment Program (NCAP):** \$14 million is requested to maintain test coverage at **85 percent of the new model year fleet** and to plan and implement updates including expansion of the advanced crash avoidance technologies included in the program.
- **Corporate Average Fuel Economy (CAFE):** \$7.9 million is requested to **support future rulemaking programs**, including rulemaking activity for the post-2018 Medium-

and Heavy-Duty Vehicle fuel efficiency program and comprehensive rulemaking for the CAFE program for model year 2022 and beyond.

- **Alternative Fuels, Electronics, and Emerging Technologies: \$7.1 million** is requested to conduct **research on advanced and emerging technologies** and alternative fuel vehicles that require thorough testing to ensure their level of safety, and the safety of vehicle occupants is comparable to that of other vehicles.

HIGHWAY TRAFFIC SAFETY GRANTS: The FY 2016 President’s Budget requests **\$577 million for Highway Traffic Safety Grants**. The request is consistent with the proposed GROW AMERICA Act, which authorizes Section 402 Formula Grants, the consolidated Section 405 National Priority Safety Programs that now include additional programs such as distracted driving grants and State graduated driver licensing laws.

- **State and Community Highway Safety Grants (Section 402):** million is requested for the State and Community Highway Safety grants program that is the **backbone of NHTSA’s State highway safety initiatives**. These formula grants directly support the Department’s safety goals by providing flexibility to States to address pervasive and emerging highway safety problems. This program also provides funding for a comprehensive State traffic safety enforcement program critical to maintaining State traffic safety improvements.
- **National Priority Safety Programs (Section 405): \$278.7 million** is requested to continue NHTSA’s focus on **occupant protection and impaired driving; improve State traffic safety information systems; and**, oversee authorized grant programs aimed at incentivizing Graduated Driver Licensing Laws and the Distracted Driving laws. **[For discussion: It will also incentivize States to increase resources applied to pedestrian and bicycle safety through a dedicated grant program.]** This request will also allow the States to increase the deployment of ignition interlocks, establish driving while intoxicated (DWI) Courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and drug recognition expert (DRE) training for law enforcement.
- **High Visibility Enforcement: \$29 million** is requested to continue to promote and administer the highly successful annual *Click It or Ticket* mobilizations in an effort to increase seatbelt use, and the Labor Day and December anti-distracted driving campaigns, and the *Drive Sober or Get Pulled Over* impaired driving initiative.

PERSONNEL REQUESTS

Additional Safety-Related Personnel: 59 additional FTEs are requested – 42.5 FTEs are requested for Vehicle Safety, 2 National Center for Statistics and Analysis (NCSA), 7.5 FTEs for Highway Safety Research and Development, and 7 FTEs for the Highway Safety Grants program. This request includes electrical and systems engineers to conduct research on emerging issues including battery and hybrid technologies and new vehicle propulsion systems. This FTE level will also support of the identification of unsafe vehicles to be recalled, developing safety standards, addressing emerging safety issues, such as distraction and electronic control systems, and developing and implementing behavioral countermeasures to encourage safe driving.

In FY 2016, \$577 million is proposed for NHTSA's Highway Traffic Safety Grants, an increase of \$15.5 million above FY 2015. The increase of \$15.5 million is program funding to Section 402 State and Community Formula Grants and Section 405 National Priority Safety Programs, \$1.6 million for the annual heat stroke media campaign and \$2.6 million in Salaries and Benefits for pay raise and administrative expenses across NHTSA. This funding level is consistent with the amounts included in the proposed GROW AMERICA Act.

Justification for Additional FTEs

NHTSA requests 669 direct FTEs to support the agency's ability to identify unsafe vehicles that should be recalled, develop vital safety and fuel economy standards, address the emerging safety issues related to distraction, electronic control systems and new vehicle propulsion systems, and oversee and enhance the effectiveness of programs designed to encourage safe driving. This is an increase of 59 new FTEs as outlined below:

Office of Defects Investigations: 28.5 FTE

Having a sufficient number of qualified staff is critical to an effective defects investigation program. The Office of Defects Investigation (ODI) currently has 8 defect screeners and 4 Early Warning data analysts to identify potential safety defects and 16 investigators to conduct formal investigations. With over 250 million registered vehicles in the US, this creates a tremendous data collection and analysis burden that will only continue to grow. Additionally, the advancement of in-vehicle electronics and automation will increase complexity of safety issues warranting attention and possible investigation. While ODI makes effective use of its resources, the outreach efforts currently underway and the improvements proposed above will necessitate the need for additional FTEs to process and analyze the additional data collected from consumer complaints. Use of data mining software will improve the information ODI receives, but without additional FTEs to analyze the data, the effectiveness of these improvements would be reduced.

ODI requests the following staffing increase:

- Early Warning Reporting (EWR) - 3.5 FTE as follows: 1 mathematical statistician to perform statistical analyses of EWR aggregate data and perform complex queries on an ad hoc basis as needed; 2 data analysts to perform EWR reporting compliance audits and support data analysis requests in support of open investigations; and 4 safety defect specialists to query all the EWR looking for potential defect trends including conducting inquiries on 100 percent of all death claims.
- Vehicle Control – 3.5 FTE as follows: 6 engineers to conduct investigations; 1 investigation coordinator to assist with investigation content control, complainant follow up, public file integrity, act as a liaison with the FOIA and Communications office, and other coordination functions.
- Vehicle Integrity – 3.5 FTE as follows: 6 engineers to conduct investigations; 1 investigation coordinator to assist with investigation content control, complainant follow up, public file integrity, act as a liaison with the FOIA and Communications office, and other coordination functions
- Defects Assessment – 4 FTE as follows: 1 field investigator primarily responsible for conducting local vehicle inspections and dealer site visits, 3 engineers, 1 tire specialist, 1 child passenger safety specialist and 2 safety defects specialists trained to query and

analyze consumer complaints and all available data sources to identify potential safety defect.

- Recall Management – 3 FTE as follows: 3 program analysts to improve throughput of growing number of safety recalls and quarterly reports, 2 engineers to conduct recall query investigations concerning scope and remedy adequacy, and 1 safety defects specialist to conduct audits of manufacturers' recall administration.
- Medium and Heavy Duty Vehicle and Motorcycle - 1 FTE as follows: 1 engineer with experience in crash avoidance technologies to address new and emerging technology; 1 safety defects specialist with experience in motorcycle design and operation.
- Correspondence Research - 3.5 FTE as follows: 3 writers to prepare responses to incoming correspondence and 1 technical editor with automotive expertise. A new branch with 3 staff will be added to address Data Integrity and Records Management shortcomings identified by power users of our public website, the Office of the Inspector General (OIG), and the National Archives and Records Administration.
- Trend Analysis - 2 FTE as follows: 2 statisticians and 2 data analysts with experience in standard data analysis and statistical software. This new division will be responsible for overarching, macro trend analysis of all ODI data, other NHTSA databases, external data sources, with special attention to input from NHTSA's Office of Vehicle Safety Research to identify near term and potential future risk associated with emerging technology. This division will also provide data analysis support to relieve the investigative divisions allowing them to maintain focus on their primary mission.
- Field Investigation and Testing - 4 FTE as follows: 4 engineers and 4 field investigators. The staff will be cross-trained in ODI basic procedures to act as supplemental staff when needed for surges in demand and reflects feedback from the OIG. This new division will be responsible for conducting field investigation of specific vehicles involved in a crash, fire, or some other consequence of an alleged defect.
- Certified Project Manager - 0.5 FTE. This position will provide, develop and implement a project management approach to ODI investigations, act as the ODI lead for conducting internal, triennial program assessments to capture lessons learned and best practices both internal and external and apply them where appropriate, and serve as the information technology system project manager for ARTEMIS, CIF and any other systems investment that serves ODI lines of business.

Rulemaking: 5 FTE

In FY 2016, the Rulemaking program is requesting 5.0 additional FTEs needed to complete Safety Standards Support and New Car Assessment Program activities. These new engineering positions are needed to forward regulatory and consumer information activities concerning advanced crash avoidance technologies, such as V2V communications, that are expected to provide substantial safety benefits to the American public. The requested positions also support the need to initiate and maintain safety standards for alternative fuel vehicle safety.

Vehicle Safety Compliance: 3 FTE

In FY 2016, the Vehicle Safety Compliance program is requesting 3.0 additional FTEs needed to maximize the effectiveness of the program's activities and improvements. The request includes three new engineering positions to support expanded compliance activities related to crash avoidance technologies safety, vehicle electronic controls and alternative fuel safety. The request also includes two fuel economy program specialists to support the increased complexity of the passenger vehicle fuel economy and heavy and medium truck fuel efficiency rules including credit trading. Finally, the request includes one import specialist to support new risk management strategy that addresses the safety problems associated with the significant increase of imported motor vehicle and motor vehicle equipment.

Vehicle Safety Research: 6 FTE

In FY 2016, the Vehicle Safety Program is requesting 6.0 FTE in the areas of Crash Avoidance, Vehicle Electronics and Emerging Technologies, the Vehicle Research and Testing Center, Heavy Vehicles, Alternative Fuels Vehicle Safety and Biomechanics. These engineers will enable us to accelerate research in key areas involving new and emerging technologies such as advanced crash avoidance and electronics technologies, vehicle-to-vehicle communications, vehicle automation, functional safety and cybersecurity as well as to provide additional support for defects investigations involving electronic control systems. The request will also enable us to accelerate research supporting vehicles that use new and innovative fuel sources and child passenger safety.

National Center for Statistics and Analysis (NCSA): 2 FTE

In FY 2016, the NCSA Data Collection program is requesting 2.0 additional FTEs, 1.0 FTE funded through Vehicle Safety Research and 1.0 FTE funded through Highway Safety Research. The request includes additional crash investigators to enhance the capabilities of Special Crash Investigations to support vehicle safety issues. The request also includes a crash investigator and a program analyst to support implementation and operation of the data modernization project including one crash investigator to support the new Crash Investigation Sampling System and one program analyst to support the new Crash Reporting Sampling System.

Office of Highway Safety Research and Development: 7.5 FTE

The new positions in the Office of Research and Program Development are comprised of scientific professionals, social psychologists and behavioral research experts, who can design, carry out and analyze data to support the development of cross-cutting national highway safety programs. Given the emergence of a modern, complex traffic safety environment, these safety professionals are critical to the identification and development of NHTSA's traffic safety

countermeasures and programs. NHTSA plans to initiate new research in the areas of drug impaired driving, fatigue and pedestrian and bicycle safety. The drug impaired driving research program area is needed to improve our understanding of the magnitude of the drug impaired driving problem so that States can appropriately scale and target countermeasures activities. This research is especially urgent as States are considering legislation to legalize marijuana. The pedestrian and bicycle research program is needed to improve the quality of evaluations that are conducted in the pedestrian and bicyclist safety area. NHTSA will be examining more reliable, accurate and repeatable measures of exposure for pedestrians and bicyclists. Additionally, new research is necessary to understand and control the risks of driver fatigue, with a focus on more information on the scale of the problems and effectiveness of countermeasures.

Office of Regional Operations and Program Delivery: 7 FTE

The new positions in NHTSA's Office of Regional Operations and Program Delivery are highway safety professionals who perform mission critical highway safety program oversight and implementation activities. The safety professionals, representing diverse professional backgrounds from public health to law enforcement, promote stewardship of Federal grant funds while working to advance priority safety programs in the States and Territories.

NHTSA Administrative Expenses Overview

The FY 2016 budget request includes a total budget of \$908,000,000 and 669 FTEs. NHTSA requests \$144,658,000 for Administrative Expenses. This is an increase of \$6,473,000 above FY 2015. The increase is mainly due to Salaries and Benefits increase of \$15,552,000, 1.3 percent pay raise proposed for FY 2016 and 59 new FTEs and nominal increases in Other Services for Working Capital and Administrative Services.

NHTSA FY 2016 Administrative Expenses Overview Schedule

| ACTIVITY | FY 2014 Actual | FY 2015 Enacted | FY 2016 Request | FY 2016 vs FY 2015 Change |
|-----------------------------------|-------------------|--------------------|--------------------|------------------------------|
| <u>PERSONNEL RESOURCES</u> | | | | |
| FTE - DIRECT | 610 | 610 | 669 | 59 |
| FTE - REIMBURSABLE | 4 | 2 | 0 | (2) |
| Total FTE | 614 | 612 | 669 | 57 |

Administrative Expenses

| | | | | |
|---------------------------------------|----------------------|----------------------|----------------------|--------------------|
| Salaries and Benefits (11 & 12) | \$88,417,745 | \$88,417,745 | \$103,969,630 | \$15,551,885 |
| Travel (21) | \$1,419,903 | \$1,419,903 | \$1,421,000 | \$1,097 |
| Transportation of Things (22) | \$70,184 | \$70,184 | \$70,000 | (\$184) |
| Rent, Communications & Utilities (23) | \$12,241,516 | \$12,241,516 | \$12,243,000 | \$1,484 |
| Printing (24) | \$356,927 | \$356,927 | \$357,000 | \$73 |
| Other Services (25) | \$24,273,328 | \$24,273,328 | \$24,492,000 | \$218,672 |
| Supplies (26) | \$1,080,375 | \$1,080,375 | 1,080,000 | (\$9,300,375) |
| Equipment (31) | \$1,025,125 | \$1,025,125 | \$1,025,000 | (\$125) |
| Unallocated | \$0 | \$0 | - | \$0 |
| Administrative Expenses Total | \$128,885,103 | \$138,185,103 | \$144,657,630 | \$6,472,527 |

Salaries and Benefits - \$103,969,630 (increases by \$15,551,885)

Funding increase is attributed to the annualized FTE requested in the 2015 budget, 1.3 percent pay raise proposed for proposed 1.3 percent pay raise for FY 2016 and the 57 new FTEs.

Working Capital Fund - \$12,541,000 (net decrease by -\$1,179,000)

Increase will support overall Departmental request in common services shared by all modal administrations (Interagency Agreements, as well as cost for printing and distribution of all agency rulemakings).

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NHTSA
 FY 2016 CBJ REQUEST
 High Level Summary
 (\$ in Millions)

| Account | FY 2014 Enacted | FY 2015 Enacted | FY 2016 Request | Change +/- FY 2016 Request - FY 2015 Enacted |
|----------------|------------------|------------------|------------------|--|
| Vehicle Safety | \$134.000 | \$130.000 | \$179.000 | \$49.000 |
| Highway Safety | \$123.500 | \$138.500 | \$152.000 | \$13.500 |
| Safety Grants | \$561.500 | \$561.500 | \$577.000 | \$15.500 |
| TOTAL | \$819.000 | \$830.000 | \$908.000 | \$78.000 |

| | | | | |
|-----|-----|-----|-----|----|
| FTE | 610 | 610 | 669 | 59 |
|-----|-----|-----|-----|----|

| Vehicle Safety | FY 2014 Enacted | FY 2015 Enacted | FY 2016 Request | Change +/- FY 2016 Request - FY 2015 Enacted | COMMENTS |
|---|-----------------|-----------------|-----------------|--|---|
| Safety Standards Support | 2.295 | 2.100 | 3.000 | 0.900 | Requested increase will forward safety regulations that satisfy MAP-21 mandates related to seat belt reminders, child passenger safety and motorcoach safety as well as Departmental priorities such as life-saving vehicle-to-vehicle communications and pedestrian safety. |
| New Car Assessment Program (NCAP) | 10.372 | 10.000 | 14.000 | 4.000 | Requested increase will forward consumer information concerning advanced crash avoidance technologies and to pursue other innovations to move the New car Assessment Program (NCAP) to the next generation. This request also includes funds to provide consumers with safety ratings for 85 percent of the new model year fleet. |
| Corporate Average Fuel Economy (CAFE) | 7.900 | 7.900 | 7.900 | 0.000 | No change. Provides support to future rulemaking programs including the final rule for Phase 2 medium and heavy duty vehicle fuel efficiency and fuel economy standards for model year 2022 to 2025 light duty vehicles. |
| Climate Control | 0.020 | 0.010 | 0.020 | 0.010 | No change. Continues support for the Department's Climate Change Center as part of commitment to Environmental Sustainability goal. |
| Theft Control | 0.075 | 0.000 | 0.000 | 0.000 | Program no longer requires contract dollars. |
| Vehicle Compliance | 8.080 | 9.140 | 9.241 | 0.101 | No significant change. Continues to support completion of critical compliance testing of new vehicles and equipment, enforcement of light duty fuel economy regulations for passenger vehicles and light trucks including determining penalties and administering credit-trading and Agency efforts to deter the importation of unsafe motor vehicles and equipment. |
| Safety Defects Investigations | 10.611 | 9.700 | 31.261 | 21.561 | Requested increase of over 300% to enable NHTSA's Office of Defects Investigation to improve its effectiveness, to meet growing challenges to identify safety defects quickly, to ensure remedies are implemented promptly, and to inform the public of critical safety information in an effective manner. This request includes funds to enhance and expand the Corporate Information Factory, to conduct additional field inspections and purchase new equipment, and to conduct a consumer awareness and outreach campaign. |
| Odometer fraud | 0.154 | 0.140 | 0.254 | 0.114 | Requested increase to support an updated study of the rate of odometer fraud, the MAP-21 mandated e-odometer rulemaking |
| Safety Systems | 8.210 | 7.400 | 8.210 | 0.810 | Requested increase to support continued research toward advanced occupant protection systems and to accelerate child passenger safety research. |
| Biomechanics | 10.978 | 9.900 | 10.980 | 1.080 | Requested increase to support vulnerable occupant (children, elderly, obese, etc.) injury research and associated needs for test dummies and injury criteria that are currently lacking or not completely adequate. |
| Heavy Vehicles | 2.111 | 1.900 | 2.000 | 0.100 | No significant change. Continues support for new heavy vehicle crash avoidance research in key areas and to conduct research to address several recommendations from the National Transportation Safety Board (NTSB) regarding crash avoidance safety systems for trucks and motorcoaches. |
| Crash Avoidance | 8.088 | 7.400 | 10.400 | 3.000 | Requested increase to continue researching commercially available and prototype advanced crash avoidance technologies while also expanding to address the emerging issues associated with higher levels of vehicle automation. |
| Alternative Fuel Vehicle Safety | 1.500 | 1.400 | 3.000 | 1.600 | Requested increase to accelerate research efforts into the safety of emerging battery and stored gas technologies associated with alternative fuel vehicles. |
| Vehicle Electronics and Emerging Technology | 0.000 | 0.000 | 4.100 | 4.100 | This new initiative will provide NHTSA expertise in vehicle electronics and engineering to address the emerging electronics and software technologies and their implications to the safety of the vehicle's occupants. Funds are requested to conduct research needed to establish electronic requirements for vehicle control systems including security of these systems including functional safety requirements, cybersecurity requirements and other issues associated with higher levels of vehicle |
| Vehicle Research and Test Facility | 0.000 | 0.500 | 1.000 | 0.500 | Requested increase to accelerate purchase of new equipment at VRTC that we began in FY 2015 to enhance our capability of |
| Crash Data Collection (new combined category) | 1.597 | 0.500 | 0.500 | 0.000 | The majority of the funding for crash data collection is provided through Highway Safety Research and Development. See the description in that section. |
| Salaries and Benefits | 49.043 | 50.496 | 60.665 | 10.169 | The increase reflects resources needed to support 44 new FTEs and the .013 proposed pay raise. |
| Other Administrative Expenses | 12.966 | 11.514 | 12.469 | 0.955 | Realigned VS Admin Service costs to Grants Admin. |
| Vehicle Safety Total | 134.000 | 130.000 | 179.000 | 49.000 | |

| | FY 2014 Enacted | FY 2015 Enacted | FY 2016 Request | Change +/- FY 2016 Request - FY 2015 Enacted | COMMENTS |
|--|--------------------|--------------------|--------------------|---|---|
| Highway Safety and Research and Development | | | | | |
| Impaired Driving | 11.456 | 11.456 | 11.456 | 0.000 | No change. Funds will capitalize on recent investments in establishment of Judicial Outreach Liaisons, mobilizing these professionals to promote the use of ignition interlocks, DWI Courts and other evidence-based court, sentencing and supervision practices. |
| Drug Impaired Driving | 1.488 | 1.488 | 1.488 | 0.000 | No Change. Funds will be used to focus on better understanding the relationship between drug use and crash risk and on countermeasures such as stronger laws, training for law enforcement, prosecutors, judges and other criminal justice professionals, and public education. |
| Safety Counter Measures | 4.345 | 4.345 | 4.595 | 0.250 | Funds will address a range of behavioral problems that focus largely on livability issues including pedestrians, motorcyclists, pupil transport, bicyclists and older driver safety. Additional \$250K will be used to support an update of the new Medical Fitness to Drive Clearinghouse. |
| National Occupant Protection | 10.282 | 10.282 | 10.282 | 0.000 | Funding will be used to continue the yearly Click It or Ticket mobilization campaign emphasizing media and enforcement. Focus on achieving further increases in overall seat belt and child restraint use. |
| Enforcement and Justice Services | 3.001 | 3.001 | 3.001 | 0.000 | No change. Funding supports effective participation of law enforcement, prosecutors, and judges in priority behavioral programs with an emphasis on expansion of tools for Law Enforcement Liaison networks, and expansion of Data Driven Approaches to Crime and Traffic Safety. |
| Emergency Medical Services (EMS) | 2.144 | 2.144 | 2.644 | 0.500 | Will support critical improvements in the national EMS system. Additional \$500K will be used to support activities of the National EMS Advisory Council to fulfill statutory obligations to provide support services for its operation as outlined in Section 31108 of the MAP-21. |
| National 9-1-1 Program | 1.250 | 1.250 | 2.750 | 1.500 | The additional \$1.5 will allow NHTSA to complete a cost study for the national deployment of Next Generation 911. Study is recommended by the Federal Communication Commission in the National Broadband Plan and is statutorily required by the Middle Class Jobs Act. |
| National EMS Info System (NEMSIS) | 3.000 | 1.500 | 1.500 | 0.000 | No change from 2015 to 2016. This funding is used to support the National EMS Information System (NEMSIS) Technical Assistance Center and the implementation of NEMSIS. |
| Driver Licensing | 1.002 | 1.002 | 1.002 | 0.000 | No change. Funds will provide national leadership and assistance to States in implementing coordinated licensing systems and in ensuring that drivers are properly trained, periodically evaluated, and have a single valid license and driving record. |
| Highway Safety Research | 5.091 | 5.091 | 20.341 | 15.250 | The increased funding is for research to improve the understanding of the magnitude of the drug-impaired driving problem, to better understand and control the risks of driver fatigue, and to develop reliable, accurate and repeatable measures of exposure for pedestrians and bicyclists. |
| Behavioral International Programs | 0.100 | 0.100 | 0.100 | 0.000 | No change. Funds will contribute to the overall Departmental and Agency fatality reduction goals by providing opportunities for exchanging information with other nations concerning emerging traffic problems, countermeasure strategies, and program evaluations. |
| National Driver Register | 3.500 | 3.500 | 3.500 | 0.000 | Funding is consistent with MAP-21 funding levels. |
| Traffic Records | 1.650 | 1.650 | 2.000 | 0.350 | Funding will enable the Traffic Records program to help the State improve the traffic records system. |
| Crash Data Collection (new combined category) | 32.150 | 28.650 | 41.166 | 12.516 | Funding will support the detailed data required for countermeasure development and evaluation. FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection. Funding reduction is due to a one-time increase to support the purchase of technical equipment to enhance and expedite data collection. |
| Data Analysis | 1.666 | 1.666 | 2.800 | 1.134 | Funding is required to produce critical annual traffic safety publications, conduct research on specific highway safety topics and reports on those investigations, and provide data and statistical analysis to external customers and our own programs. |
| Salaries and Benefits | 26.147 | 25.871 | 28.963 | 3.092 | The increased funding is associated with 9 new FTEs and the .013 proposed pay raise. |
| Other Administrative Expenses | 15.228 | 24.804 | 14.412 | (10.392) | Net reduction due to realigning Admin Services costs to Vehicle Safety Admin and withdrawal one time increase of \$9.3M to support CIF initiative. |
| UNALLOCATED - HS PROGRAMS | 0.000 | 10.700 | 0.000 | (10.700) | Pending completion of 2015 spending plan. |
| HSP Total | 123.500 | 138.500 | 152.000 | 13.500 | |

| | FY 2014 Enacted | FY 2015 Enacted | FY 2016 Request | Change +/- FY 2016 Request - FY 2015 Enacted | COMMENTS |
|---|--------------------|--------------------|--------------------|---|--|
| Highway Safety Grants | | | | | |
| Sec 402 Formula Grants ² | 235.000 | 235.000 | 241.146 | 6.146 | Increase will support the implementation of a comprehensive statewide traffic safety enforcement program. |
| Sec 2009 High Visibility Enforcement | 29.000 | 29.000 | 29.000 | 0.000 | Consistent with FY 2015 request. The FY 2016 budget requests funding for three media buys; one occupant protection mobilization for Memorial Day and two impaired driving crackdowns - Labor Day and December. |
| Section 405 -National Priority Safety Programs | 272.000 | 272.000 | 278.705 | 6.705 | |
| <i>Sec 405- Occupant Protection</i> | 43.520 | 43.520 | 44.593 | 1.073 | Increase will fund State countermeasures focused on high risk populations like nighttime drivers, young drivers and passengers, pickup truck drivers, and passengers, and minority populations. |
| <i>Sec 405- State Traffic Safety Information Systems Grants</i> | 39.440 | 39.440 | 40.412 | 0.972 | Increase will continue support of state traffic safety information system improvements. |
| <i>Sec 405- Impaired Driving Countermeasures Grants</i> | 142.800 | 142.800 | 146.320 | 3.520 | Increase will allow the States to increase the deployment of ignition interlocks, establish DWI Courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and DRE training for law enforcement. |
| <i>Sec 405- Distracted Driving Grants</i> | 23.120 | 23.120 | 23.690 | 0.570 | Increase will provide adequate incentive grants to encourage States to pass and enforce laws to prevent distracted driving. |
| <i>Sec 405- Motorcyclist Safety Grants</i> | 4.080 | 4.080 | 4.181 | 0.101 | Increase will allow states to continue and expand efforts to reduce motorcycle crashes and increase state flexibility for using funds to improve motorcycle safety. Motorcycle crashes have risen 110% from 1997-2009. |
| <i>Sec 405- State Graduated Driver Licensing Laws</i> | 13.600 | 13.600 | 13.935 | 0.335 | This program, and the funding increase, will promote states to adopt and expand adoption and expansion of their efforts to reduce young driver deaths through the implementation of standardized and comprehensive multi-stage driver licensing programs. |
| <i>Sec 403h - In-Vehicle Alcohol Detection Device Research</i> | 5.440 | 5.440 | 5.574 | 0.134 | This program, and the funding increase, will fund additional development needed to improve accuracy and precision performance and to decrease measurement time to meet or exceed the stringent performance specifications over the duration of a vehicle lifecycle, as well as fund the acceleration of the development of the vehicle safety component technologies and further develop sensor calibration methods. |
| Salaries and Benefits | 13.227 | 12.052 | 14.341 | 2.289 | The increased funding is associated with 7 new FTEs. |
| Other Admin Expenses | 12.273 | 13.448 | 13.808 | 0.360 | Supports increase in Administrative costs through working capital fund and improvements to Grants Tracking System |
| Grants Subtotal | 561.500 | 561.500 | 577.000 | 15.500 | |
| GRAND TOTAL | 819.000 | 830.000 | 908.000 | 78.000 | |

Note: FY 2013 through 2015, Cooperative Research and Evaluation (\$2,500,000) is authorized as a draw-down from the Section 402 grants.

Note: FY 2013 and 2014 adjusted to align with MAP-21 authorized programs, projects, and activities.

Note: Administrative Expenses include funding of NOPUS, VRTC, Safety Research, Field Operations, and Program Evaluation.

FY 2016 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 669 FTE/721 FTP)

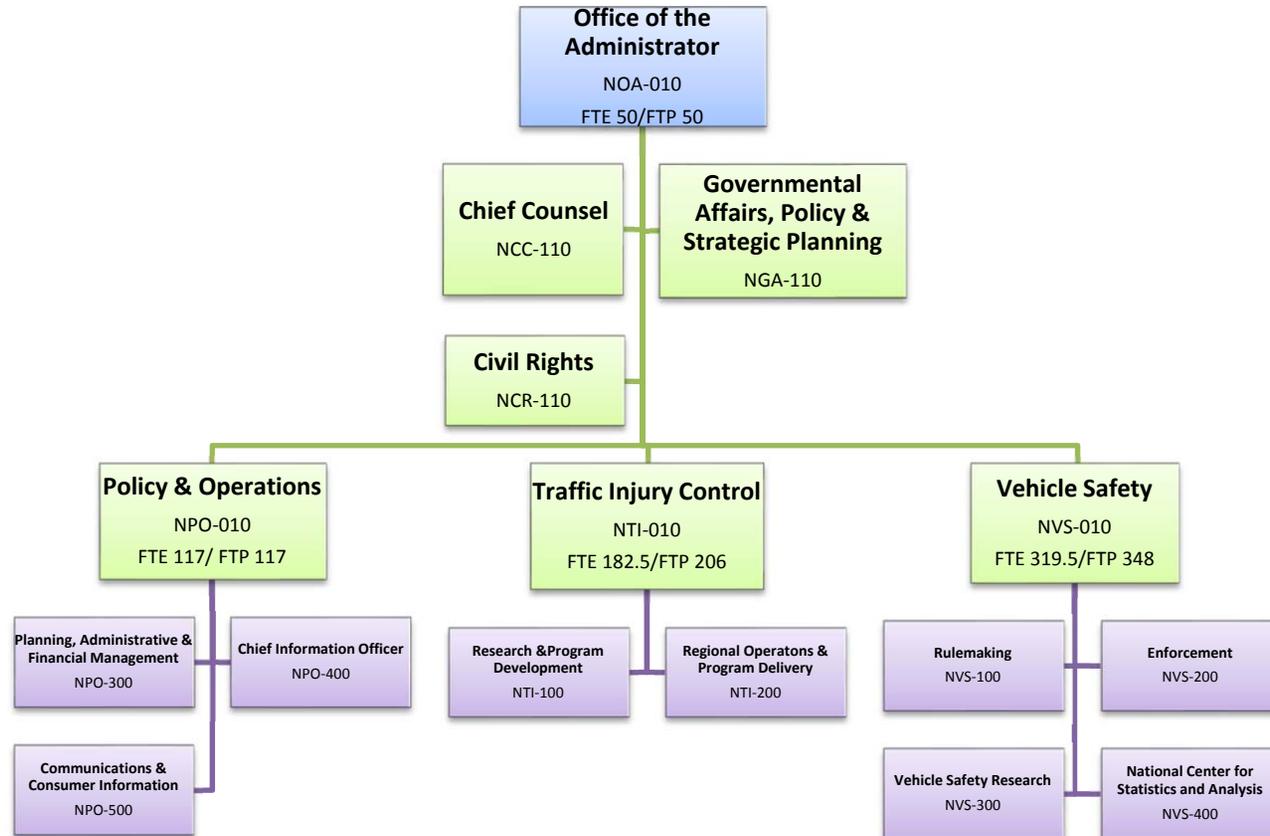


EXHIBIT II-8

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

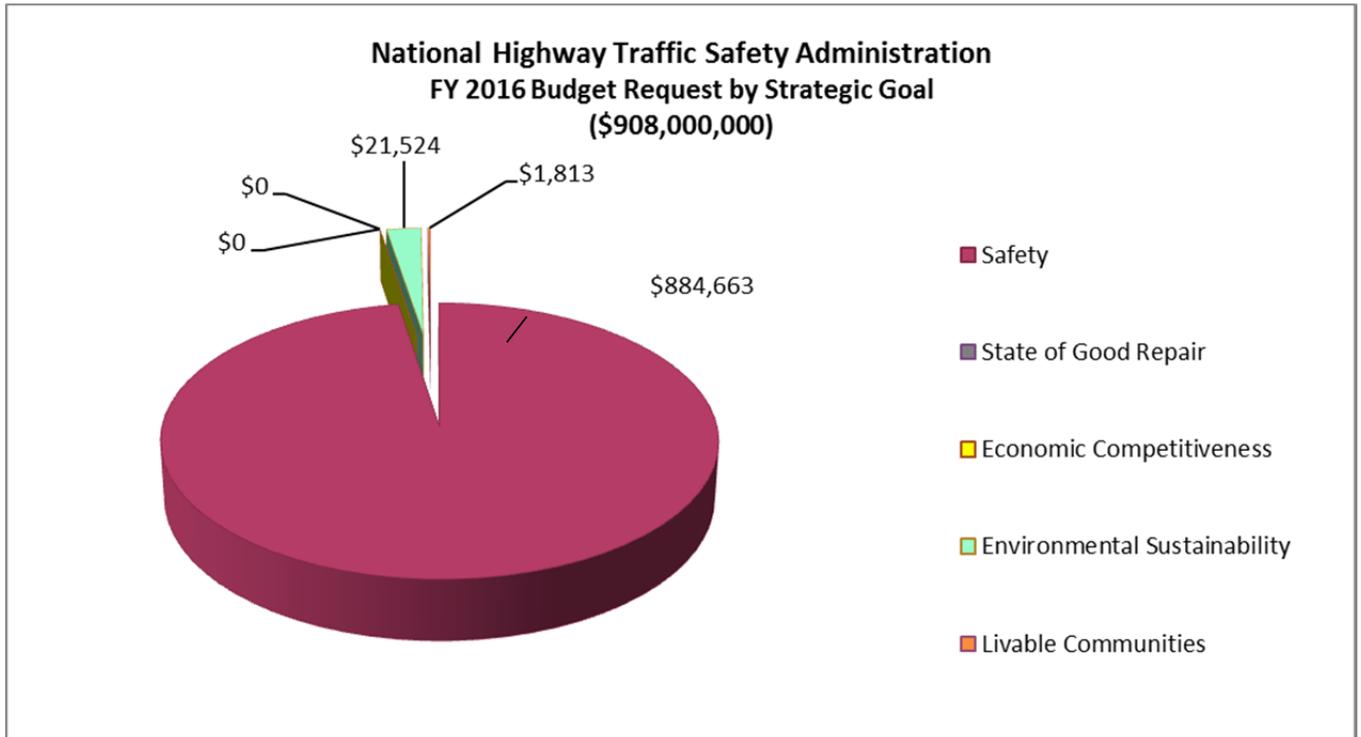
| | FY 2014 ACTUAL | FY 2015 ENACTED | FY 2016 REQUEST |
|---|---------------------------|----------------------------|----------------------------|
| <u>DIRECT FUNDED BY APPROPRIATION</u> | | | |
| <u>Operations and Research</u> | 502 | 519 | 571 |
| Vehicle Safety Research (GF) | 329 | 341 | - |
| Vehicle Safety Research (TF) | - | - | 385 |
| Highway Safety Research and Development (TF) | 173 | 178 | 187 |
| Highway Traffic Safety Grants (TF) | 84 | 91 | 98 |
| SUBTOTAL, DIRECT FUNDED | 586 | 610 | 669 |
| <u>REIMBURSEMENTS/ALLOCATIONS/OTHER*</u> | | | |
| Highway Safety Research and Development (TF) | 2 | 2 | - |
| SUBTOTAL, REIMBURSE./ALLOC./OTH. | 2 | 2 | - |
| TOTAL FTEs | 588 | 612 | 669 |

Note: In FY 2016, the Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2016 and re-based from the General Fund in 2015.

*Reimbursable FTEs are in addition to NHTSA's Affordable FTEs. The 2 FTEs are reimbursed to NHTSA by RITA for Intelligent Transportation Systems work.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Performance Plan



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:

Strategic Objective: Safety

Subtitle: Roadway Safety

Why is this effort necessary? In the first 12 years of the 21st century, more than 468,000 people died and over 30,000,000 were injured on the nation’s roadways. Roadway crashes are the leading cause of death for Americans age 4 and 11 through 27 (based on 2009 mortality data from the CDC). Our goal is to reduce roadway fatalities by the end of calendar year (CY) 2016 to 1.02 per 100 million vehicle miles traveled. In FY 2016, NHTSA is proposing a budget of \$908 million to address roadway safety.

- *This Objective is shared with FHWA and FMCSA*

Strategic Outcome and Supporting Performance Measures

- Strategic Outcome: Reduction in transportation related fatalities.

Performance Measures and Targets:

Roadway Safety

DOT Shared Performance Measures

| Reduce the Roadway Fatality Rate Per 100 Million VMT. (High Priority Performance Goal.) <i>Shared Calendar Year Measure with NHTSA, FHWA, and FMCSA.</i> | | | | | |
|---|------|------|------|------|------|
| | 2014 | 2015 | 2016 | 2017 | 2018 |
| Target | 1.02 | 1.02 | 1.02 | TBD | TBD |
| Actual | TBD | TBD | TBD | TBD | TBD |

| Reduce the Passenger Vehicle Occupant Fatality Rate Per 100 Million Passenger Vehicle VMT. <i>Shared Calendar Year Measure with NHTSA, FHWA, and FMCSA.</i> | | | | | |
|--|------|------|------|------|------|
| | 2014 | 2015 | 2016 | 2017 | 2018 |
| Target | 0.82 | 0.82 | 0.82 | TBD | TBD |
| Actual | TBD | TBD | TBD | TBD | TBD |

| Reduce the Non-Occupant (pedestrian and bicycle) Fatality Rate Per 100 Million VMT. <i>Shared Calendar Year Measure with NHTSA, FHWA and FMCSA.</i> | | | | | |
|--|------|------|------|------|------|
| | 2014 | 2015 | 2016 | 2017 | 2018 |
| Target | 0.15 | 0.15 | 0.15 | TBD | TBD |
| Actual | TBD | TBD | TBD | TBD | TBD |

| Reduce the Large Truck and Bus Fatality Rate Per 100 Million VMT <i>Shared Calendar Year Measure with NHTSA, FHWA, and FMCSA.</i> | | | | | |
|---|-------|-------|-------|------|------|
| | 2014 | 2015 | 2016 | 2017 | 2018 |
| Target | 0.114 | 0.114 | 0.114 | TBD | TBD |
| Actual | TBD | TBD | TBD | TBD | TBD |

| Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations. <i>Shared Calendar Year Measure with NHTS, FWWA and FMCSA.</i> | | | | | |
|--|------|------|------|------|------|
| | 2014 | 2015 | 2016 | 2017 | 2018 |
| Target | 62 | 62 | 62 | TBD | TBD |
| Actual | TBD | TBD | TBD | TBD | TBD |

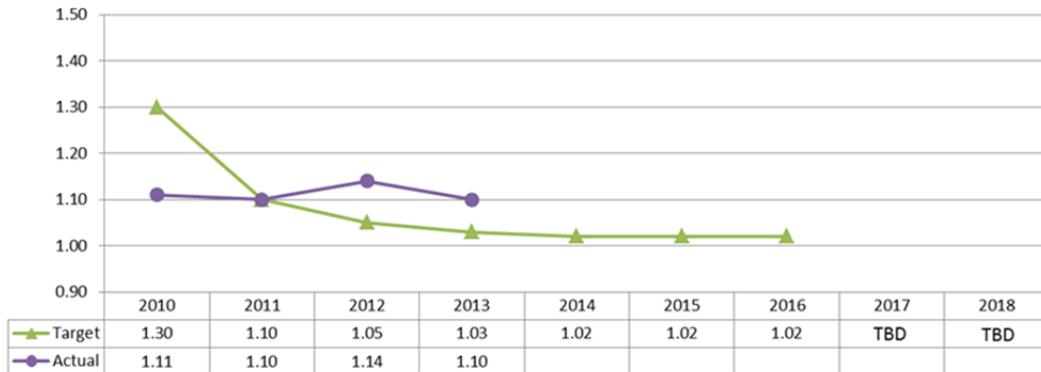
Past Performance and Future Milestones:

Over the past decade, NHTSA has helped reduce traffic fatalities by nearly 25 percent. After a slight increase in motor vehicle crash fatalities in 2012, fatalities on U.S roadways in 2013 resumed the decline that had started seven years prior. Despite the decline in fatalities, the Nation still lost 32,719 people in crashes on roadways during 2013. The preliminary data represents a decrease of about 3.1 percent compared to 2012. Historical analyses show that short-term fluctuations in traffic fatality numbers can be brought about by external influences, such as changes in the economy that affect the amount and type of driving and risk exposure. The Agency has a number of efforts currently underway that could have a significant impact on reducing fatalities in the longer term.

In order for the National Highway Traffic Safety Administration (NHTSA) to effectively continue its mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes, the agency is requesting \$908 million FY 2016.

DOT High Priority Performance Goal: Safety

Highway Fatality Rate per 100 Million VMT



How Outcomes Will Be Achieved

Primary Activities Supporting this Outcome:

- Conduct vehicle safety research on the entire spectrum of advanced pre-crash, crash, and post-crash vehicle safety issues and technologies, and on the reliability and security of complex safety-critical electronic control systems; and emerging technologies that can help drivers avoid crashes.
- Provide consumers with comparative safety information for 85 percent of the new vehicle fleet for Model Year 2016 through the New Car Assessment (NCAP) program. Promulgate Federal Motor Vehicle Safety Standards (FMVSS) to address potential safety issues related to vehicle electronics, alternative fuel and electric vehicles, motorcoaches, pedestrians, child passengers, heavy vehicle underride, and new advanced technologies.
- Test vehicles and equipment to ensure compliance with safety standards and conduct defect investigations as warranted.
- Continue modernization of NHTSA's data collection systems to keep pace with emerging technologies and policy needs.
- Strengthen and expand technical support and outreach for law enforcement, officers, prosecutors and judges in priority agency behavioral programs.
- Continue to promote use of ignition interlocks for all drivers convicted of impaired

driving, including first time offenders, through the national association of ignition interlock administrators and others.

- Increase the number of jurisdictions using the Data Driven Approaches to Crime and Traffic Safety (DDACTS) model, and continue to provide users technical and data assistance.
- Traffic Safety Grants to States:
 - Impaired driving and occupant protection, High Visibility Enforcement campaigns
 - Distraction State demonstration projects, including media campaigns
 - Pedestrian safety campaigns in selected high risk locations

Enabling Legislation and Regulations:

- **Motor Vehicle Safety**
 - Establishment and enforcement of safety standards for new vehicles and equipment and providing related research
 - Recall and remedy of noncompliant or defective vehicles & equipment
 - Requirement that imported vehicles comply before entry
 - Motor Vehicle Information and Cost Savings
 - Establishment of low-speed bumper protection standards, consumer information activities, automobile content labeling, odometer regulations, fuel economy standards, and motor vehicle theft prevention standards
- **National Driver Register**
 - A national database of state information identifying drivers whose privilege to drive has been revoked, suspended, or withdrawn to assist states for driver licensing purposes.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141)**
 - Coordinate national highway safety grant programs (§402)
 - Research and development programs (§403)
 - Highway safety incentive grant programs to encourage States to enhance effectiveness of:
 - Occupant protection programs and laws (§405)
 - Highway safety data improvement programs (§405)
 - Alcohol-impaired driving countermeasures (§405)
 - Distracted Driving (§405)
 - Motorcyclist safety (§405)
 - State Graduated Driver Licensing Laws (§405)
 - In-Vehicle Alcohol Detection Device Research (§403h)
 - High visibility enforcement program (§2009)

Resources, Training, and Skills

- **FTE:** Of a total of 669 FTE, 95 percent support the Safety strategic objective. NHTSA's staff is largely a mix of program analysts, engineers, statisticians, mathematicians, behavioral scientists, grant managers, data analysts, investigation coordinator, crash investigators, field investigators, and contract specialists. They facilitate the critical research, rulemaking, enforcement, and data needs related to NHTSA's safety activities, as well as promote the development and implementation of effective highway safety programs and countermeasures working with the States and partner organizations that directly support the DOT goal of Safety.
- **IT:** NHTSA's robust and resilient IT infrastructure supports its Safety Mission, fostering benefits from the alignment of systems architecture, information assurance and capital planning. IT resources are integrated at both the investment and project levels, generating efficiencies that drive productivity to maximize Return On Investment (ROI). Our Technical Review Board tracks the ROI, and in turn reports to the Investment Review Board.
- **Skills:** Skills required include engineering, statistical, econometric and analytical skill sets (particularly in the areas of electronics, alternative fuels, and vehicle crash), highway safety data collection and analysis, effective program and contract management, strategic planning, effective networking and communication, understanding the Federal budget process, and managing federal finances.
- **Training:** Through various internal and external resources, NHTSA provides a comprehensive training battery to insure that staff receives core competency training for the skills needed. Additional specific training is dependent on the particular backgrounds and experiences of the staff supporting critical safety work.

Partners: In addition to its internal partners, NHTSA works with States, communities, law enforcement agencies, and other safety organizations to develop and implement programs designed to promote safe driving behaviors, eliminate distracted driving, and encourage consumers to purchase safer vehicles.

Responsible Official: Mark R. Rosekind

Associated Funds: \$908,000,000 CBJ submission

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH GENERAL FUND - APPROPRIATIONS

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 2007* | \$0 | 2007** | \$0 |
| 2008* | \$0 | 2008 | \$126,572,000 |
| 2009* | \$0 | 2009 | \$127,000,000 |
| 2010 | \$129,774,000 | 2010 | \$140,427,000 |
| 2011 | \$132,837,000 | 2011 | \$140,146,146 |
| 2012 | \$170,708,723 | 2012 | \$140,146,000 |
| 2013*** | \$0 | 2013**** | \$140,146,000 |
| 2014 | \$148,343,000 | 2014 | \$134,000,000 |
| 2015***** | \$0 | 2015***** | \$130,000,000 |
| 2016***** | \$0 | 2016***** | \$0 |

* Requested as contract authority from the Trust Fund.

** Enacted from the Trust Fund.

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

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

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

*****In FY 2016, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2013 and 2014.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH TRUST FUND - CONTRACT AUTHORITY

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 2007 | \$122,000,000 | 2007*** | \$107,750,000 |
| 2008 | \$122,000,000 | 2008**** | \$0 |
| 2009 | \$127,000,000 | 2009**** | \$0 |
| 2010 | \$0 | 2010 | \$0 |
| 2011 | \$0 | 2011 | \$0 |
| 2012 | \$0 | 2012 | \$0 |
| 2013* | \$188,000,000 | 2013 | \$0 |
| 2014 | \$0 | 2014 | \$0 |
| 2015***** | \$152,000,000 | 2015 | \$0 |
| 2016***** | \$179,000,000 | 2016 | \$0 |

Liquidation of Contract Authorization

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 2007 | \$122,000,000 | 2007*** | \$107,750,000 |
| 2008 | \$122,000,000 | 2008**** | \$0 |
| 2009 | \$127,000,000 | 2009**** | \$0 |
| 2010 | \$0 | 2010 | \$0 |
| 2011 | \$0 | 2011 | \$0 |
| 2012 | \$0 | 2012 | \$0 |
| 2013* | \$188,000,000 | 2013 | \$0 |
| 2014 | \$0 | 2014 | \$0 |
| 2015***** | \$152,000,000 | 2015 | \$0 |
| 2016***** | \$179,000,000 | 2016 | \$0 |

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

***For FY 2006 and 2007, enacted as direct appropriation from Trust Fund.

****For FY 2008 and 2009, enacted as direct appropriation from General Fund.

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

*****In FY 2016, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2013 and 2014.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY SAFETY RESEARCH AND DEVELOPMENT TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 2007 | \$105,250,000 | 2007 | \$107,750,000 |
| 2008 | \$107,750,000 | 2008 | \$107,750,000 |
| 2009 | \$105,500,000 | 2009 | \$105,500,000 |
| 2010 | \$107,329,000 | 2010 | \$105,500,000 |
| 2011 | \$117,376,000 | 2011 | \$105,500,000 |
| 2012* | \$133,191,276 | 2012* | \$109,500,000 |
| 2013* | \$150,000,000 | 2013** | \$115,500,000 |
| 2014* | \$118,500,000 | 2014* | \$123,500,000 |
| 2015 | \$122,000,000 | 2015 | \$138,500,000 |
| 2016 | \$152,000,000 | 2016 | \$0 |

Liquidation of Contract Authorization

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 2007 | \$105,250,000 | 2007 | \$107,750,000 |
| 2008 | \$107,750,000 | 2008 | \$107,750,000 |
| 2009 | \$105,500,000 | 2009 | \$105,500,000 |
| 2010 | \$107,329,000 | 2010 | \$105,500,000 |
| 2011 | \$117,376,000 | 2011 | \$105,500,000 |
| 2012* | \$133,191,276 | 2012* | \$109,500,000 |
| 2013* | \$150,000,000 | 2013** | \$115,500,000 |
| 2014* | \$118,500,000 | 2014* | \$123,500,000 |
| 2015 | \$122,000,000 | 2015 | \$0 |
| 2016 | \$152,000,000 | 2016 | \$0 |

* For FY's 2012-2016, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 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 |
| 2011 | \$4,170,000 | 2011 | \$4,000,000 |
| 2012* | \$0 | 2012* | \$0 |
| 2013* | \$0 | 2013* | \$0 |
| 2014* | \$0 | 2014* | \$0 |
| 2015* | \$0 | 2015* | \$0 |
| 2016* | \$0 | 2016* | \$0 |

Liquidation of Contract Authorization

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 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 |
| 2011 | \$4,170,000 | 2011 | \$4,000,000 |
| 2012* | \$0 | 2012* | \$0 |
| 2013* | \$0 | 2013* | \$0 |
| 2014* | \$0 | 2014* | \$0 |
| 2015* | \$0 | 2015* | \$0 |
| 2016* | \$0 | 2016* | \$0 |

* For FY's 2012-2016, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY MODERNIZATION INITIATIVE NATIONAL DRIVER REGISTER

GENERAL FUND - APPROPRIATIONS

| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
|--------------------|----------------|--------------------|----------------|
| 2007 | \$0 | 2007 | \$0 |
| 2008 | \$0 | 2008 | \$0 |
| 2009 | \$0 | 2009 | \$0 |
| 2010 | \$0 | 2010 | \$3,350,000 |
| 2011 | \$2,530,000 | 2011 | \$3,350,000 |
| 2012 | \$0 | 2012 | \$0 |
| 2013 | \$0 | 2013 | \$0 |
| 2014 | \$0 | 2014 | \$0 |
| 2015 | \$0 | 2015 | \$0 |
| 2016 | \$0 | 2016 | \$0 |

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS TRUST FUND - CONTRACT AUTHORITY

| Limitation on Obligations | | | |
|----------------------------------|----------------|--------------------|----------------|
| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
| 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 |
| 2011 | \$620,697,000 | 2011 | \$619,500,000 |
| 2012 | \$556,100,000 | 2012 | \$550,328,000 |
| 2013 | \$643,000,000 | 2013* | \$554,500,000 |
| 2014 | \$561,500,000 | 2014 | \$561,500,000 |
| 2015 | \$577,000,000 | 2015 | \$561,500,000 |
| 2016 | \$577,000,000 | 2016 | \$0 |

| Liquidation of Contract Authorization | | | |
|--|----------------|--------------------|----------------|
| <u>Fiscal Year</u> | <u>Request</u> | <u>Fiscal Year</u> | <u>Enacted</u> |
| 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 |
| 2011 | \$620,697,000 | 2011 | \$619,500,000 |
| 2012 | \$556,100,000 | 2012 | \$550,328,000 |
| 2013 | \$643,000,000 | 2013* | \$554,500,000 |
| 2014 | \$561,500,000 | 2014 | \$561,500,000 |
| 2015 | \$577,000,000 | 2015 | \$561,500,000 |
| 2016 | \$577,000,000 | 2016 | \$0 |

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

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