



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2021

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS
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FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SURFACE TRANSPORTATION REAUTHORIZATION
BUDGET SUBMISSION FISCAL YEAR 2021

Every day, Americans take more than one billion trips, by car, bus, train, boat and aircraft. The U.S. Department of Transportation's (DOT) top priority is to help them make these trips safely. The mission of the DOT is to ensure our Nation has the safest, most efficient and modern transportation system in the world, which improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses.

Safe, reliable and affordable transportation boosts exports, enhances commerce and powers economic growth. It provides Americans access to employment, education, and recreation. It allows for easier travel, wider access to health care, and faster response of first responders during emergencies. Our multimodal transportation system has enabled the United States to become the most vibrant and powerful Nation in history. To improve safety, increase economic growth, and enhance quality of life, DOT is focused on rebuilding and refurbishing America's infrastructure. It partners with State and local governments to address infrastructure needs – from roads and bridges to aviation, rail, transit and pipelines.

This Administration would like to do even more, because while our transportation system has had many successes, it also faces significant challenges. For example, the 2019 Urban Mobility Report found congestion in urban areas cost commuters an estimated \$179 billion in wasted fuel and time in 2017. The percentage of vehicle miles traveled on the National Highway System pavement in "good" condition was only 62 percent in 2018. There were 16,764 bridges on the Federal-aid highway system in poor condition in 2018. The transit maintenance backlog is projected to reach \$116 billion by 2034. Many transportation projects, especially larger ones, still take too long to receive an environmental permitting decision, delaying their benefits. While showing recent signs of improvement, far too many fatalities and injuries continue to occur year after year on the Nation's roads, and pedestrian and bicyclist deaths are rising.

With the expiration of the Fixing America's Surface Transportation (FAST Act) in September, the time to take bold action to address these and other challenges is now. Therefore, the Fiscal Year (FY) 2021 President's Budget request includes \$810 billion for a 10-year surface transportation reauthorization proposal for the DOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA) hazardous materials programs. The reauthorization would run from fiscal year 2021 through 2030—providing predictable funding levels for an entire decade.

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to the Congress for consideration. The FY 2021 Budget includes an additional \$190 billion for other infrastructure improvements, including bridges, freight bottlenecks and landside port infrastructure. It will also provide first responders with near real-time emergency response information.

This proposal will build upon the success of the FAST Act. Over the 10-year period, the 2021 Budget proposes an eight percent increase for highway and transit formula programs from the last year of the FAST Act. The Budget also provides for a 3.8 percent increase to NHTSA and FMCSA from the last year of the FAST Act. Similar to the FAST Act, the proposal also authorizes General Fund programs for NHTSA, FTA, FRA, PHMSA and OST. This unprecedented 10-year authorization will provide long-term stable and predictable investment that will help ensure that America has a safer, more reliable, and more efficient transportation system.

The Budget provides historic levels of funding to make our highways, bridges, tunnels, transit and rail systems the best in the world. This long-term funding commitment provides certainty to our State, local, and private partners, so that they can effectively plan, finance, and deliver vital projects. The proposal will build upon the gains of past reauthorizations from program consolidation, simplification, and flexibility, while re-focusing the Federal role on activities that advance National goals. This investment will enable people to travel more safely and efficiently, and support continued economic growth.

Improving Transportation Safety: Traffic fatalities have declined 32 percent since 1972. That's remarkable, especially considering that there has been a 153 percent increase in vehicle miles travelled. In fact, the fatality rate in 1972 was nearly four times higher than it is today. This reduction in fatalities is attributable in part to improvements in roadway and vehicle designs. It is estimated that projects implemented using Highway Safety Improvement Program funds save 600 lives every year. The Administration's proposed bill will help further reduce those fatalities, ensuring more Americans make it home safely.

Transportation safety and accessibility is improved by modernizing, expanding eligibility for, and standardizing existing successful programs. For example, updating the Highway Safety Improvement Program to include additional proven strategies for improving safety, modernizing the Railway-Highway Crossing Program to reflect changing technologies and to offer greater flexibility for States to enhance safety, and by ensuring that the safety practices of public transportation systems are considered for FTA-funded projects.

Building Infrastructure More Efficiently: Extensive project review times are preventing projects from being completed in a timely fashion. Reducing the environmental review and permitting timeline will reduce project costs, and help avoid delays to needed projects. These reforms will improve the efficiency and transparency of the environmental review process while protecting critical environmental resources.

DOT is helping projects get started and completed more easily with a cohesive set of reforms to the environmental review and permitting process that will reduce regulatory burdens, increase

government efficiency and empower State and localities. These reforms will protect the environment while delivering projects in a less costly and more timely manner by reducing duplication in Federal responsibilities, codifying aspects of One Federal Decision, and delegating more responsibility to State and local partners. In addition, the proposal includes resiliency provisions to codify efforts within current programs.

Reducing Regulatory Burdens and Increasing Government Efficiency: Improvement of regulations is a continuous focus for the Department. There should be no more regulations than necessary, and those regulations should be straightforward, clear, and designed to achieve their objective and minimize burdens.

This legislative proposal will advance the work to update or reduce outdated, duplicative, and unnecessarily burdensome regulations that do not enhance safety. In addition, the legislation will reduce administrative burdens on grantees by consolidating grant programs at NHTSA and FTA. These commonsense updates will save, respectively, hundreds of millions of dollars a year that can be better spent on creating new jobs, training and safety.

Investing in Both Urban and Rural America: The disparity in resources has safety and economic ramifications. Rural America comprises nearly 70 percent of roadways and those roads carry 47 percent of America's truck traffic. Though only 20 percent of Americans reside in rural areas, 46 percent of traffic fatalities occur on rural roads. The state of infrastructure in rural regions impacts the residents, travelers—44 percent of whom are urban dwellers—and regional and interstate commerce.

This legislation will ensure that communities Nationwide are supported by DOT program enhancements; refinements to passenger rail programs to enhance transparency and project development and delivery; and authorizing BUILD and INFRA Transportation grants, ensuring equity between rural and urban America.

Empowering State and Local Authorities: States and localities are best equipped to understand the infrastructure needs of their communities. The Federal Government should provide support and incentives for communities to achieve their local needs. DOT's surface transportation reauthorization proposal has been developed after listening to and working with our State and local partners to ensure that the Federal role is one of help, not hindrance. The proposal will right-size the Federal role in areas where States and localities can make more tailored and efficient decisions, and provide our State and local partners with funding certainty and programmatic continuity over the long-term.

States would be empowered to make more tailored and efficient decisions with NHTSA and FMCSA safety incentive and grant funding to address their local safety needs, including allowing States additional transfer authorities to focus on drug-impaired driving. In addition, the legislation reduces the Federal involvement in outdoor advertising leaving more of the decision making to the States.

Taking Care of What You Have: Underinvestment in transportation has led to a backlog of needs throughout the transportation system. DOT will help restore and modernize existing

infrastructure by focusing on State of Good Repair needs in public transportation, transforming the National passenger rail network to provide better transportation options to rural and urban areas, and enhancing PHMSA's hazardous materials inspection and investigation activities.

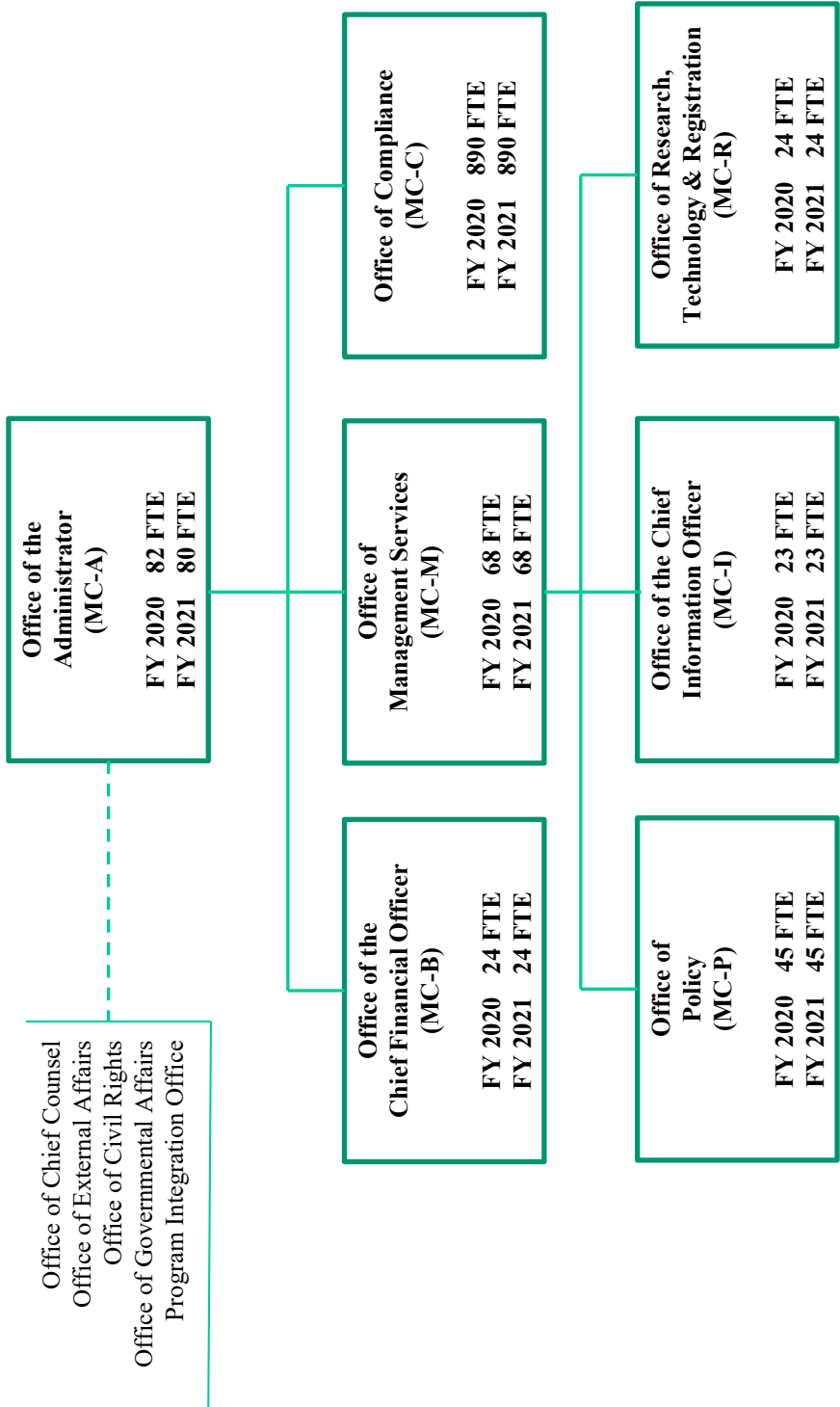
Preparing for the Future: We have entered an historic period of transportation innovation that promises to boost economic growth and improve quality of life for all Americans. These innovations are occurring in all modes of transportation, including roads, rail, maritime, and aerospace. The Department is helping to chart a course for the safe integration of these innovations into our National transportation network.

The legislation includes provisions DOT supported in key automated vehicle bills proposed in Congress. In addition, the proposal would enhance PHMSA's ability to partner with its stakeholders and leverage automated vehicle technologies and other innovations with potential to improve hazardous materials transportation safety.

By incentivizing new investment in infrastructure, eliminating overly burdensome regulations, and encouraging innovation, the Department is helping to improve our quality of life and build a brighter future for all Americans.

Federal Motor Carrier Safety Administration

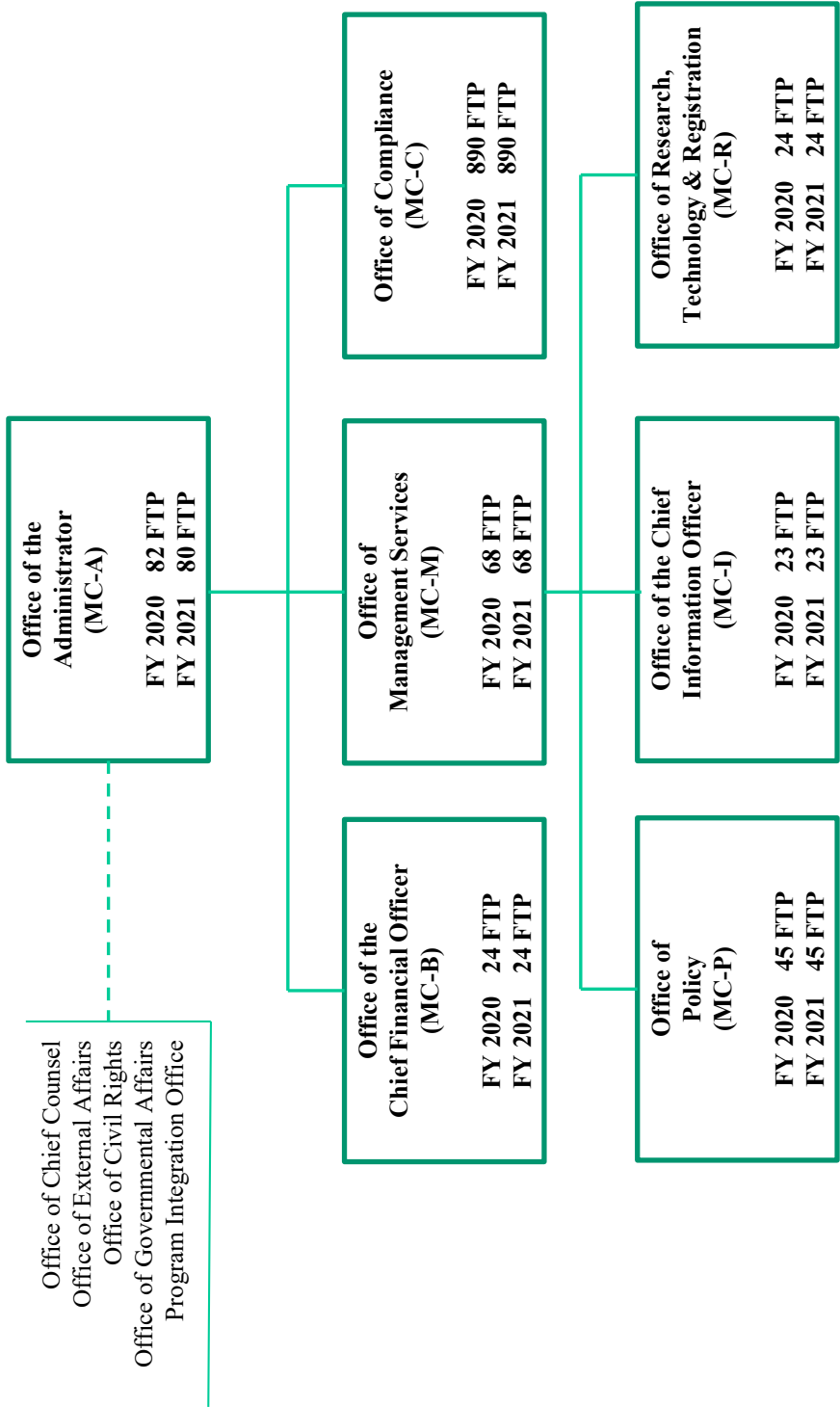
FTE Organization Chart



Total FY 2020 Enacted: 1,156 FTE Does not include 27 FTEs in MC-R funded through collected fees
Total FY 2021 Estimate: 1,154 FTE Does not include 27 FTEs in MC-R funded through collected fees

Federal Motor Carrier Safety Administration

FTP Organization Chart



Total FY 2020 Enacted: 1,156 FTP Does not include 27 FTPs in MC-R funded through collected fees
Total FY 2021 Estimate: 1,154 FTP Does not include 27 FTPs in MC-R funded through collected fees

EXHIBIT II-1
FY 2021 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

ACCOUNT NAME	(A) FY 2019 ACTUAL	(B) FY 2020 ENACTED	(C) FY 2021 TARGET	(D) FY 2021 BASELINE ESTIMATES	(E) FY 2021 PROGRAM CHANGES	(F) FY 2021 REQUEST REQUEST (D+E)
Motor Carrier Safety Operations and Programs						
(Transportation Trust Fund Highway Account)						
Contract Authority (subject to limitation)	\$ 284,000	\$ 288,000	\$ 299,000	\$ 291,651	\$ (41,746)	\$ 299,000
Liquidation on Obligation	\$ (284,000)	\$ (288,000)	\$ (299,000)	\$ (291,651)	\$ 41,746	\$ (299,000)
Rescissions						
Transfers						
Offsets						
Motor Carrier Safety Grants						
(Transportation Trust Fund Highway Account)						
Contract Authority (subject to limitation)	\$ 382,800	\$ 387,801	\$ 403,337	\$ 391,136	\$ 11,864	\$ 403,000
Liquidation on Obligation	\$ (382,800)	\$ (387,801)	\$ (403,337)	\$ (391,136)	\$ (11,864)	\$ (403,000)
Rescissions						
Transfers						
Offsets						
TOTALS						
Gross New Contract Authority	\$ 666,800	\$ 675,801	\$ 702,337	\$ 682,787	\$ (29,882)	\$ 702,000
Rescissions						
Transfers						
Offsets						
NET NEW CONTRACT AUTHORITY:	\$ 666,800	\$ 675,801	\$ 702,337	\$ 682,787	\$ (29,882)	\$ 702,000
[Mandatory BA]	\$ 666,800	\$ 675,801	\$ 702,337	\$ 682,787	\$ (29,882)	\$ 702,000
[Discretionary BA]						

EXHIBIT II-2
FY 2021 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNT NAME	(A) FY 2019 ACTUAL	(B) FY 2020 ENACTED	(C) FY 2021 TARGET	(D) FY 2021 BASELINE ESTIMATES	(E) FY 2021 PROGRAM CHANGES	(F) FY 2021 REQUEST (D+E)
Motor Carrier Safety Operations and Programs						
Operating Expenses	\$ 284,000	\$ 288,000	\$ 299,000	\$ 291,651	\$ 7,349	\$ 299,000
Surface Transportation Reauth Proposal	\$ 240,103	\$ 243,593	\$ 249,905	\$ 247,244	\$ 2,661	\$ 249,905
Research and Technology	\$ 9,073	\$ 9,073				\$ 49,095
Information Management	\$ 34,824	\$ 35,334				
Rescissions						
Transfers						
Offsets						
Motor Carrier Safety Grants						
Surface Transportation Reauth Proposal	\$ 382,800	\$ 391,136	\$ 403,000	\$ 391,136	\$ 11,864	\$ 403,000
Motor Carrier Safety Assistance Program (MCSAP)	\$ 304,300	\$ 308,700				\$ 403,000
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 2,000	\$ 3,336				
High Priority Activities Program (HPAP)	\$ 44,000	\$ 45,900				
Commercial Drivers' License (CDL) Program Implementation Program	\$ 32,500	\$ 33,200				
Rescissions						
Transfers						
Offsets						
TOTALS						
Gross New Budgetary Resources	\$ 666,800	\$ 679,136	\$ 702,000	\$ 682,787	\$ 19,213	\$ 702,000
Rescissions						
Transfers						
Offsets						
TOTAL BUDGETARY RESOURCES:						
[Mandatory]	\$ 666,800	\$ 679,136	\$ 702,000	\$ 682,787	\$ 19,213	\$ 702,000
[Discretionary]						
[Obligation Limitation]						

EXHIBIT II-4
FY 2021 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	M / D	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST
Motor Carrier Safety	D	\$ -	\$ -	\$ -
National Motor Carrier Safety Program	D	\$ 1	\$ -	\$ -
Motor Carrier Safety Operations and Program	D	\$ 267	\$ 295	\$ 305
Motor Carrier Safety Grants	D	\$ 317	\$ 420	\$ 377
TOTAL:		\$ 585	\$ 715	\$ 682
[Mandatory]				
[Discretionary]				

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Operations and Programs 69-X-8159	Baseline Changes							Initiation and other adjustments to base	FY 2021 Baseline Estimate	Program Increases/ Decreases	FY 2021 Request
	FY 2019 ACTUAL	FY 2020 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2020 FTE	FY 2021 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease			
PERSONNEL RESOURCES (FTE)											
Direct FTE*	1098	1156		0					1156	-2	1154
Other FTE (Offsetting Collection)	24	27		0					27	0	27
Total FTE	1122	1183		0					1183	0	1181
FINANCIAL RESOURCES											
ADMINISTRATIVE EXPENSES											
Salaries and Benefits (S&B)*	\$147,996	\$156,774	\$1,215		\$1,580	(\$598)			\$158,971	\$3,112	\$162,083
Travel	\$7,409	\$7,483							\$7,483	\$0	\$7,483
Transportation	\$357	\$361							\$361	\$0	\$361
GSA Rent	\$15,203	\$22,167							\$22,167	(\$3,759)	\$18,408
Communications, & Utilities	\$254	\$257							\$257	\$0	\$257
Printing	\$300	\$303							\$303	\$0	\$303
Contracts	\$49,877	\$36,054							\$36,054	\$3,308	\$39,362
Other Services:											
- WCF	\$6,354	\$6,479						\$1,344	\$7,823	\$0	\$7,823
- WCF IT	\$11,474	\$5,835						\$4,463	\$10,298	\$0	\$10,298
-WCF IT SS	\$0	\$6,993						(\$4,353)	\$2,640	\$0	\$2,640
Supplies	\$645	\$651							\$651	\$0	\$651
Equipment	\$234	\$236							\$236	\$0	\$236
Admin Subtotal	\$240,103	\$243,593	\$1,215		\$1,580	(\$598)		\$1,454	\$247,244	\$2,661	\$249,905
PROGRAMS											
Surface Transportation Reauth Proposal	\$0	\$0							\$0	\$49,095	\$49,095
Research and Technology	\$9,073	\$9,073							\$9,073	(\$9,073)	
Information Management	\$32,257	\$32,334							\$32,334	(\$32,334)	
- WCF IM	\$2,567	\$3,000							\$3,000	(\$3,000)	
Programs Subtotal	\$43,897	\$44,407							\$44,407	(\$44,407)	\$49,095
TOTAL	\$284,000	\$288,000	\$1,215		\$1,580	(\$598)		\$1,454	\$291,651	(\$41,746)	\$299,000

*Consistent with OMB Memoranda M-19-24 dated July 2019, the amount shown above for Salaries and Benefits includes an estimated increase of \$1.2 million for awards spending, from \$1.7 million in FY 2020 to \$2.9 million in FY 2021. This increase is calculated by increasing the FY 2020 base award pay, relative to non-SES salaries, and increasing that percentage by one full percent. These percentages are 1.5% and 2.5% for FY 2020 and 2021, respectively. Additional increases shown on this line are attributable to various Pay Raise and FERS contribution percentage increases for FY 2020 and 2021 as prescribed by OPM and OMB

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Grants 69-X-8158	Baseline Changes						FY 2021 Baseline Estimate	Program Increases/ Decreases	FY 2021 Request		
	FY 2019 ACTUAL	FY 2020 ENACTED	Annualization of		Adjustment for Compensable Days (261 days)	WCF Increase/ Decrease				GSA Rent	Inflation and other adjustments to base
			Prior Pay Raises	new FY 2020 FTE							
PERSONNEL RESOURCES (FTE)											
Direct FTE											
GRANT PROGRAMS											
Motor Carrier Safety Grants											
Surface Transportation Reauth Proposal											
Motor Carrier Safety Assistance Program (MCSAP)											
Commercial Motor Vehicle (CMV) Operator Grant Program											
High Priority Activities Program (HPAP)											
Commercial Drivers' License (CDL) Program Implementation Program											
Subtotal											
TOTAL											

EXHIBIT II-6
WORKING CAPITAL FUND
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 20,395	\$ 22,307	\$ 20,761
TOTAL	<u><u>\$ 20,395</u></u>	<u><u>\$ 22,307</u></u>	<u><u>\$ 20,761</u></u>

EXHIBIT II-7
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
PERSONNEL RESOURCE -- SUMMARY
TOTAL FULL-TIME EQUIVALENTS

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,098	1,156	1,154
SUBTOTAL, DIRECT FUNDED	<u>1,098</u>	<u>1,156</u>	<u>1,154</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct L & I Fee Collection	24	27	27
SUBTOTAL, OTHER	<u>24</u>	<u>27</u>	<u>27</u>
TOTAL FTEs	<u><u>1,122</u></u>	<u><u>1,183</u></u>	<u><u>1,181</u></u>

EXHIBIT II-8
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,098	1,156	1,154
SUBTOTAL, DIRECT FUNDED	<u>1,098</u>	<u>1,156</u>	<u>1,154</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct L & I Fee Collection*	24	27	27
SUBTOTAL, OTHER	<u>24</u>	<u>27</u>	<u>27</u>
TOTAL POSITIONS	<u><u>1,122</u></u>	<u><u>1,183</u></u>	<u><u>1,181</u></u>

*FMCSA collects fees and resources L & I programs in accordance with 49 U.S.C. 13908.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs, \$299,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That funds available for implementation, execution or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of \$299,000,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2021.
(Department of Transportation Appropriations Act, 2020.)

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EXHIBIT III-1
Motor Carrier Safety Operations and Program (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 TARGET	FY 2021 REQUEST
Operating Expenses	\$ 240,103	\$ 243,593	\$ 249,905	\$ 249,905
Research and Technology	\$ 9,073	\$ 9,073		
Information Management	\$ 34,824	\$ 35,334		
Surface Transportation Reauth Proposal			\$ 49,095	\$ 49,095
TOTAL	\$ 284,000	\$ 288,000	\$ 299,000	\$ 299,000
FTEs				
Direct Funded	1,098	1,156	1,154	1,154
Direct L&I Fee Collection	24	27	27	27

EXHIBIT III-1a
Motor Carrier Safety Operations and Program (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2020 TO FY 2021
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2020 ENACTED	<u>\$288,000</u>	<u>1,156</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$1,215	
FY21 Pay Raises	\$1,580	
Compensable Day	(\$598)	
Working Capital Fund	\$1,454	
SUBTOTAL, ADJUSTMENTS TO BASE	\$3,651	0
PROGRAM REDUCTIONS		
GSA Rent	(\$3,759)	
Research and Technology	(\$9,073)	
Information Management	(\$32,334)	
WCF IM	(\$3,000)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$48,166)	(2)
NEW OR EXPANDED PROGRAMS:		
Salaries and Benefits	\$3,112	
Contracts	\$3,308	
Surface Transportation Reauth Proposal	\$49,095	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$55,515	0
FY 2021 REQUEST	<u>\$299,000</u>	<u>1,154</u>

**FY 2021 CONGRESSIONAL JUSTIFICATION
FOR THE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

The 2021 Budget proposal includes \$8.3 billion to support a 10-year reauthorization of commercial motor vehicle transportation programs managed by the Federal Motor Carrier Safety Administration. The Federal Motor Carrier Safety Administration's mission is to reduce crashes, injuries, and fatalities on America's roadways involving large trucks and commercial buses. In order to help achieve this critical safety mission, the surface transportation reauthorization proposal focuses on the following key priorities:

Prioritizing Safety: The proposal would continue to focus the Agency's resources on targeting high-risk motor carriers and providing additional authorities to target unsafe entities in the motor carrier industry. It would also work to identify non-compliant commercial drivers such as those under the influence of drugs and alcohol—helping to ensure safer driving on the Nation's roadways. The surface transportation reauthorization proposal also promotes the voluntary sharing of expanded crash data elements by the states with FMCSA to enhance analysis of certain safety data.

Along with NHTSA, FMCSA would undertake the first large truck crash causation study in more than fifteen years to better understand the factors that contribute to crashes. This study, called the Large Truck Crash Causal Factors Study, should provide critical insight into how changes in technology, as well as driver behavior, roadway designs, and vehicle safety, affect the likelihood of a crash. Better understanding of the factors that lead to crashes can result in initiatives to reduce crashes across the country.

Reducing Regulatory Burdens and Increasing Government Efficiency: The motor carrier industry is critical for America's economy—with 70 percent of all freight nationwide being moved with a large truck, and over half a billion motor coach passenger trips in a year. The trucking and motor coach industries employ nearly 8 million people nationwide. The proposal modernizes and improves the efficiency and effectiveness of federal regulations to reduce burdens and improve the safety of the motor carrier industry.

Innovation Through Effective Research: The proposal will support highway research programs that address critical knowledge gaps that are not effectively addressed by other research sponsors. These programs will accelerate implementation of technologies and new solutions to meet current and future transportation needs, including those that address safety.

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MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Contingent on enactment of multi-year surface reauthorization legislation, for payment of obligations incurred in carrying out Motor Carrier Safety Grants as authorized in title 49, United States Code, \$403,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: *Provided*, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of \$403,000,000 for “Motor Carrier Safety Grants” for fiscal year 2021.
(Department of Transportation Appropriations Act, 2020.)

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EXHIBIT III-1
Motor Carrier Safety Grants (69-X-8158)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity

(\$000)

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 TARGET	FY 2021 REQUEST
Motor Carrier Safety Assistance Program (MCSAP)	\$ 304,300	\$ 308,700		
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 2,000	\$ 3,336		
High Priority Activities Program (HPAP)	\$ 44,000	\$ 45,900		
Commercial Drivers' License (CDL) Program Implementation Program	\$ 32,500	\$ 33,200		
Surface Transportation Reauth Proposal			\$ 403,000	\$ 403,000
TOTAL	\$ 382,800	\$ 391,136	\$ 403,000	\$ 403,000

EXHIBIT III-1a
Motor Carrier Safety Grants (69-X-8158)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2020 TO FY 2021
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2020 ENACTED	<u>\$391,136</u>	
<u>ITEM</u>		
ADJUSTMENTS TO BASE:		
Inflation and other adjustments to base	\$0	
SUBTOTAL, ADJUSTMENTS TO BASE	\$0	0
PROGRAM REDUCTIONS		
Motor Carrier Safety Assistance Program (MCSAP)	(\$308,700)	
Commercial Motor Vehicle (CMV) Operator Grant Program	(\$3,336)	
High Priority Activities Program (HPAP)	(\$45,900)	
Commercial Drivers' License (CDL) Program Implementation Program	(\$33,200)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$391,136)	0
NEW OR EXPANDED PROGRAMS:		
Surface Transportation Reauth Proposal	\$403,000	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$403,000	0
FY 2021 REQUEST	\$403,000	0

MOTOR CARRIER SAFETY
(69X8055)
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

No funding is requested for this account in FY 2021.

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NATIONAL MOTOR CARRIER SAFETY PROGRAM
(69X8048)
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

No funding is requested for this account in FY 2021.

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RESEARCH, DEVELOPMENT & TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
BUDGET AUTHORITY
(in thousands of dollars)

Account	Program	Classification (A, B, D, F or T)	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST *
Motor Carrier Safety Operations & Programs			\$ 11,978	\$ 12,083	
	Research & Technology				
A. Produce Safe Drivers			\$ 1,373	\$ 4,073	
1. Produce Safe Drivers		A	\$ 773	\$ 3,073	
2. Produce Safe Drivers		D	\$ 600	\$ 1,000	
B. Improve Safety of Commercial Vehicles			\$ 300	\$ 3,150	
Improve Safety of Commercial Vehicles		A	\$ 300	\$ 3,150	
C. Produce Safer Carriers			\$ 1,700	\$ 600	
Produce Safer Carriers		A	\$ 1,700	\$ 600	
D. Advanced Safety Through Info-Based Initiatives			\$ 700	\$ 750	
Advanced Safety Through Info-Based Initiatives		A	\$ 700	\$ 750	
E. Enable and Motivate Internal Excellence			\$ 400	\$ 500	
Enable and Motivate Internal Excellence		A	\$ 400	\$ 500	
F. Administrative Expenses (GOE)			\$ 2,905	\$ 3,010	
G. Autonomous Vehicle Research		A	\$ 4,600	\$ -	
Subtotal, Applied Research (A)			\$ 8,473	\$ 8,073	
Subtotal, Development Research (D)			\$ 600	\$ 1,000	
Subtotal, Administration Expenses (GOE)			\$ 2,905	\$ 3,010	
Total FMCSA			\$ 11,978	\$ 12,083	
R&T Funding			\$ 9,073	\$ 9,073	

*Pending Surface Transportation Reauthorization Proposal

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Motor Carrier Research and Technology Program

The Federal Motor Carrier Safety Administration (FMCSA) carries out a multi-year Motor Carrier Research & Technology (R&T) Program under the authority of 49 USC 31108. The R&T Program includes in-house, contract, congressionally mandated, and joint-funded initiatives with other U.S. Department of Transportation (USDOT) organizations, the private sector, and academia. FMCSA is authorized to carry out research, development, and technology transfer activities with respect to:

- The causes of crashes, injuries, and fatalities involving commercial motor vehicles (CMVs).
- Means of reducing the number and severity of crashes, injuries, and fatalities involving CMVs.
- Improving CMV safety and efficiency through technological innovation and improvement.
- Enhancing technology used by enforcement officers when conducting roadside inspections and investigations to increase efficiency and information transfers.
- Increasing the safety and security of hazardous materials transportation.

FMCSA R&T Program activities are primarily in the areas of Applied Research, Development Research, and Technology Transfer/Deployment.

In FY 2021, FMCSA will continue supporting the advancement of automated vehicle (AV) technology. Key areas of research include working with NHTSA on electronically controlled braking systems (ECBS). Truck manufacturers and suppliers have noted that both automated and electric trucks will require ECBS and that changes to existing brake regulations are needed.

The Agency will also work closely with FHWA and their Joint Program Office to establish an AV data sharing technical platform using the Department's collaborative multi-modal open-source AV software (i.e., CARMA). Using open-source software will enable USDOT modes to exchange AV safety metrics data and other results from research projects with AV developers and traditional truck manufacturers without putting private-sector intellectual property and proprietary data at risk. This collaboration platform will help accelerate critical safety testing and metrics development needed by the truck manufacturers to deploy AVs and enable the potential crash reduction safety benefits.

In FY 2020, FMCSA requested information on how best to design and conduct the Large Truck Crash Causal Factors Study (LTCCFS) study and to identify factors contributing to large-truck fatal, injury and tow-away crashes. With the information received, FMCSA will, in collaboration with National Highway and Traffic Safety Administration and in coordination with Office of the Secretary for Research to move forward with the LTCCFS.

FMCSA employs internal and external mechanisms to help assess the utility of the R&T Program. R&T projects are reviewed by FMCSA's Research Executive Board, comprising members from across the Agency. FMCSA has commissioned the National Academy of Sciences' Committee on National Statistics, the Transportation Research Board, and others for advice on effective approaches and methodologies for research on CMV safety-related topics. FMCSA works closely with internal modal research teams and external customers, such as the National Transportation Safety Board, the Office of Management and Budget, the Government Accountability Office, and State enforcement agencies, to ensure that the Agency's R&T portfolio addresses current needs in the transportation safety environment.

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FY 2021 Budget

Information Technology Budget Narrative Federal Motor Carrier Safety Administration (Budget Authority in Thousands)

Budget Account	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 Request
Motor Carrier Safety Operations and Programs	\$63,777	\$63,492	\$63,492
<i>Commodity IT SS WCF</i>	<i>\$11,474</i>	<i>\$12,828</i>	<i>\$15,938</i>
<i>Commodity IT SS WCF IM Fund</i>	<i>\$2,567</i>	<i>\$3,000</i>	
<i>FMCSA Programmatic IT</i>	<i>\$17,479</i>	<i>\$15,330</i>	<i>\$47,554</i>
<i>FMCSA IM Fund</i>	<i>\$32,257</i>	<i>\$32,334</i>	
Motor Carrier Safety Grants	\$944	\$954	\$954
<i>FMCSA Programmatic IT</i>	<i>\$944</i>	<i>\$954</i>	<i>\$954</i>
Total	\$64,721	\$64,446	\$64,446

FMCSA requests **\$64.4 million** in FY 2021 for information technology that supports its safety and regulatory programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services through the WCF

OCIO will continue to provide commodity IT shared services to FMCSA in FY 2021. FMCSA's share is based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with FMCSA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. FMCSA will only be charged for services rendered.

- **Commodity IT Shared Services** – FMCSA requests **\$15.9 million** from the Motor Carrier Safety Operations and Programs account for its share of Department investments in cybersecurity and commodity information technology including voice, cable, networks, desktop services, server operations, directory and messaging services, enterprise licensing, and enterprise dashboards.

FMCSA IT Investments

The following programmatic IT investments will be maintained by FMCSA in FY 2021:

- **Motor Carrier Safety Operations and Programs** – FMCSA requests **\$47.6 million** to support IT Management, Data Center and Cloud, Network, End User, and Legacy Enterprise Mission Support Investments. The following systems are supported within this portfolio: Commercial Driver License Information System (CDLIS) Gateway, eFOTM, IAA-Castle, National Registry (NRII), and NLETS. This funding will also cover cyber compliance and modernization of mission support IT systems and applications. This includes registration systems that collect and process required information to register an entry and provide a result to the program owner.
- **Motor Carrier Safety Grants** – FMCSA requests **\$0.954 million** to accommodate Grant Solutions, HP Support Services, and MCSAP Support Services.

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**MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)**

CONTRACT AUTHORITY ESTIMATES

2006.....	213,000,000
2007.....	223,000,000
2008.....	228,000,000
2009.....	234,000,000
2010.....	239,828,000
2011.....	244,144,000
2012.....	276,000,000
2013.....	250,000,000
2014.....	259,000,000
2015.....	315,770,000
2016.....	329,180,000
2017.....	277,200,000
2018.....	283,000,000
2019.....	284,000,000
2020.....	288,000,000
2021.....	299,000,000

CONTRACT AUTHORITY

2006.....	213,000,000
2006 Rescission of Contract Authority	(2,130,000) ¹
2007.....	74,000,000
2008.....	228,000,000
2008 Rescission of Contract Authority	(1,815,553) ²
2009.....	234,000,000
2009 Rescission of Contract Authority	(4,839,259) ³
2010.....	239,828,000
2011.....	244,144,000
2012.....	244,144,000
2013.....	251,000,000
2014.....	259,000,000
2015.....	259,000,000
2016.....	267,400,000
2017.....	277,200,000
2018.....	283,000,000
2019.....	284,000,000
2020.....	288,000,000

¹ Applied 1.0% rescission pursuant to FY 2006 Enacted, P.L. 109-148

² Rescission of prior year carryover

³ Enacted rescission of prior year carryover P.L. 111-8

**MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES

2005.....	213,000,000
2006.....	223,000,000
2007.....	228,000,000
2008.....	234,000,000
2009.....	239,828,000
2010.....	259,878,000
2011.....	276,000,000
2012.....	250,000,000
2013.....	250,000,000
2014.....	259,000,000
2015.....	315,770,000
2016.....	329,180,000
2017.....	277,200,000
2018.....	283,000,000
2019.....	284,000,000
2020.....	288,000,000
2021.....	299,000,000

APPROPRIATION

2006.....	213,000,000
2006 Rescission of Liquidating Cash.....	(2,130,000) ¹
2007.....	210,870,000
2008.....	229,654,000 ²
2009.....	234,000,000
2009 Rescission of Liquidating Cash.....	(4,839,259) ³
2010.....	239,828,000
2011.....	239,828,000
2012.....	247,724,000
2013.....	249,240,071 ⁴
2013.....	251,000,000
2013 Across-the-Board Reduction	(502,000) ⁵
2014.....	259,000,000
2015.....	259,000,000
2015.....	12,000,000 ⁶
2016.....	267,400,000
2017.....	266,892,000 ⁷
2018.....	275,318,000 ⁸
2019.....	284,000,000
2020.....	288,000,000

¹ Enacted rescission pursuant to P.L. 109-148

² Enacted increase in Obligation Limitation to use prior year carryover contract authority

³ Enacted 0.65% and \$200K rescission pursuant to P.L. 108-7

⁴ Continuing Resolution Annualized P.L. 112-175

⁵ Applied .002% Across-the-Board reduction required by the Consolidated and Further Continuing Act, 2013, P.L. 113-6

⁶ Unobligated Balance carryover P.L. 113-235

⁷ Continuing Resolution Annualized P.L. 114-254

⁸ Continuing Resolution Annualized P.L. 115-96

**MOTOR CARRIER SAFETY GRANTS
LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)**

CONTRACT AUTHORITY ESTIMATES

2006.....	282,000,000
2007.....	297,411,000
2008.....	300,000,000
2009.....	307,000,000
2010.....	310,070,000
2011.....	310,070,000
2012.....	330,000,000
2013.....	330,000,000
2014.....	313,000,000
2015.....	352,753,000
2016.....	339,343,000
2017.....	367,000,000
2018.....	374,800,000
2019.....	381,800,000
2020.....	387,800,000
2021.....	403,000,000

CONTRACT AUTHORITY

2006.....	282,000,000
2006 Rescission of Contract Authority	(2,820,000) ¹
2007.....	297,411,000 ²
2008.....	300,000,000
2008 Rescission of Contract Authority P.L. 110-161	(11,260,214) ³
2009.....	307,000,000
2009 Rescission of Contract Authority P.L. 111-8	(6,502,558) ⁴
2010.....	307,000,000
2010 Rescission of Contract Authority P.L. 111-8	(1,610,661)
2011.....	307,000,000
2012.....	307,000,000
2012 Rescission of Contract Authority P.L. 112-30	(1,000,000)
2013.....	310,000,000
2014.....	313,000,000
2015.....	239,671,234 ⁵
2016.....	313,000,000
2017.....	367,000,000
2018.....	374,800,000
2019.....	381,800,000
2020.....	387,800,000

¹ Applied 1.0% rescission pursuant to FY 2006 Enacted P.L. 109-148

² Includes \$3,411,000 RABA adjustment

³ Rescission of prior year carryover

⁴ Rescission of prior year carryover

⁵ Contract Authority FY 2015 enacted P.L. 113-159

**MOTOR CARRIER SAFETY GRANTS
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2006..... 282,000,000	2006 282,000,000
2007..... 297,508,000	2006 Rescission of Liquidating Cash (2,820,000) ¹
2008..... 300,000,000	2007 297,411,000 ²
2009..... 307,000,000	2008 300,000,000
2010..... 310,070,000	2008 Rescission of Liquidation Cash (11,260,214) ³
2011..... 310,070,000	2009 307,000,000
2012..... 330,000,000	2009 Rescission of Liquidating Cash (6,502,558) ⁴
2013..... 330,000,000	2010 310,070,000
2014..... 313,000,000	2011 310,070,000
2015..... 313,000,000	2012 307,000,000
2016..... 313,000,000	2013 308,878,840 ⁵
2017..... 367,000,000	2013 310,000,000
2018..... 374,800,000	2013 Across-the-Board Reduction (620,000) ⁶
2019..... 381,800,000	2014 313,000,000
2020..... 387,800,000	2015 313,000,000
2021..... 403,000,000	2016 313,000,000
	2017..... 312,404,987 ⁷
	2018..... 561,800,000 ⁸
	2019..... 382,800,000 ⁹
	2020..... 391,135,561 ¹⁰

¹ Rescission of prior year carryover P.L. 109-148

² Includes \$3,411,000 RABA adjustment

³ Rescission of prior year carryover P.L. 110-161

⁴ Rescission of prior year carryover P. L. 111-8

⁵ Continuing Resolution Annualized P.L. 112-175

⁶ Applied .002% Across-the-Board reduction required by the Consolidated and Further Continuing Act, 2013, P.L. 113-6

⁷ Continuing Resolution Annualized P.L. 114-254

⁸ 2018 Enacted Appropriations included full Contract Authority plus \$187M additional obligation limitation, P.L.115-141

⁹ 2019 Enacted Appropriation included re-purposed PY Unobligated Balance of \$1M, P.L. 116-6

¹⁰ 2020 Enacted Appropriations included re-purposed PY Unobligated Balance of \$3,335,561.93 from 069X8055, P.L. 116-94

MOTOR CARRIER SAFETY LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)

CONTRACT AUTHORITY ESTIMATES

1995.....	73,000,000
1996.....	68,000,000
.....	
1997.....	74,000,000
1998.....	
1999.....	
2000.....	
2001.....	
2002.....	
2003.....	
2004.....	
2005.....	
2006.....	
2007.....	
2008.....	
2009.....	
2010.....	
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	

CONTRACT AUTHORITY

1995.....	73,000,000
1996.....	68,000,000
1996 Rescission of Contract Authority ..	(33,000,000) ¹
1997.....	74,000,000
1997 Rescission of Contract Authority ..	(12,300,000) ²
1998.....	85,000,000
1999.....	100,000,000
2000.....	105,000,000
2001.....	
2002.....	
2003.....	
2004.....	
2005.....	
2006.....	
2007.....	
2008 Rescission of Contract Authority	(32,187,720) ³
2009 Rescission of Contract Authority	(2,231,259) ⁴
2010 Rescission of Contract Authority	(6,415,501)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	

¹ Enacted rescission pursuant to P.L. 104-134

² Enacted rescission pursuant to P.L. 104-208

³ Enacted rescission of prior year carryover P.L. 110-161

⁴ Enacted rescission of prior year carryover P.L. 111-8

**MOTOR CARRIER SAFETY
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2000.....	2000..... 76,058,400 ¹
2001..... 92,194,000	2001..... 92,194,000
2002..... 139,007,000	2001 Rescission of Liquidating Cash (202,827) ²
	2002..... 110,000,000
	2002 Rescission of Liquidating Cash (158,000) ³
	2002 Rescission of Liquidating Cash (107,000) ⁴
2003..... 117,464,000	2003..... 117,464,000
	2003 Rescission of Liquidating Cash (763,516) ⁵
	2003 Rescission of Liquidating Cash (200,000) ⁹
2004.....	2004..... 176,070,000
	2004 Rescission of Liquidating Cash (1,532,675) ⁶
2005.....	2005..... 257,547,000
	2005 Rescission of Liquidating Cash (2,698,376) ⁷
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash (32,187,720) ⁸
2009.....	2009 Rescission of Liquidating Cash (2,231,259) ⁹
2010.....	2010 Rescission of Liquidating Cash (6,415,501)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....
2020.....	2020 Re-Purposed Unobligated Balance (3,335.562.93) ¹⁰
2021.....	2021.....

¹ Transferred to the newly established FMCSA from Federal-Aid Highways. (With the enactment of P.L. 106-159, the account again includes funding for Motor Carrier Research)

² Enacted 0.22% rescission pursuant to Public Law 106-554

³ Enacted TASC rescission pursuant to Public Law 107-87, as amended by P.L. 107-117

⁴ Enacted rescission pursuant to P.L. 107-206

⁵ Enacted 0.65% and \$200K rescission pursuant to P.L. 108-7

⁶ Applied 0.59% and \$494K rescission pursuant to FY 2004 enacted, P.L.108-199

⁷ Applied 0.8% and \$638K rescission pursuant to FY 2005 enacted, P.L. 108-447

⁸ Rescission of prior year carryover P.L. 110-161

⁹ Rescission of prior year carryover P.L. 111-8

¹⁰ Enacted Appropriations re-purposed Unobligated Balance P.L. 116.94

**NATIONAL MOTOR CARRIER SAFETY PROGRAM
LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)**

CONTRACT AUTHORITY ESTIMATES

1998.....	90,000,000
1999.....	100,000,000
2000.....	155,000,000 ¹
2001.....	187,000,000 ²
2002.....	204,837,000 ³
2003.....	190,000,000
2004.....	
2005.....	
2006.....	
2007.....	
2008.....	
2009.....	
2010.....	
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	

CONTRACT AUTHORITY

1998.....	
1999.....	
2000.....	(105,000,000) ⁴
2001.....	177,000,000
2002.....	205,896,000 ⁵
2003.....	190,000,000
2003 Rescission of Contract Authority	(1,235,000) ⁶
2004.....	190,000,000
2004 Rescission of Contract Authority	(1,121,000) ⁷
2005.....	190,000,000
2005 Rescission of Contract Authority	(1,520,000) ⁸
2006.....	
2007.....	
2008 Rescission of Contract Authority	(5,212,858) ⁹
2009 Rescission of Contract Authority ...	(19,571,910) ¹⁰
2010 Rescission of Contract Authority	(3,232,639)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

³ Includes \$22.837 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 106-159

⁴ Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

⁵ Includes \$23.896 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 107-87

⁶ Enacted 0.65% rescission pursuant to P.L. 108-7

⁷ Applied 0.59% rescission pursuant to FY 2004 enacted P.L. 108-199

⁸ Applied 0.80% rescission pursuant to FY 2005 enacted P.L. 108-447

⁹ Enacted rescission of prior year carryover P.L. 110-161

¹⁰ Enacted rescission of prior year carryover P.L. 111-8

NATIONAL MOTOR CARRIER SAFETY PROGRAM LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)

APPROPRIATION ESTIMATES	APPROPRIATION
1998..... 100,000,000	1998.....
1999..... 100,000,000	1999.....
2000..... 155,000,000 ¹	2000..... (105,000,000) ⁴
2001..... 187,000,000 ²	2001..... 177,000,000
	2001 Rescission of Liquidating Cash (389,400) ⁵
2002..... 204,837,000 ³	2002..... 205,896,000 ⁶
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Liquidating Cash (1,235,000) ⁷
2004.....	2004..... 190,000,000
	2004 Rescission of Liquidating Cash (1,121,000) ⁸
2005.....	2005..... 190,000,000
	2005 Rescission of Liquidating Cash (1,520,000) ⁹
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash (5,212,858) ¹⁰
2009.....	2009 Rescission of Liquidating Cash (19,571,910) ¹¹
2010.....	2010 Rescission of Liquidating Cash (3,232,639)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....
2020.....	2020.....
2021.....	2021.....

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

³ Includes \$22.837 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 106-159

⁴ Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

⁵ Enacted .22% rescission pursuant to P. L. 106-554

⁶ Includes \$23.896 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 106-159, pursuant to P.L. 107-87

⁷ Enacted 0.65% rescission pursuant to P.L. 108-7

⁸ Applied 0.59% rescission pursuant to FY 2004 enacted, P.L. 108-199

⁹ Applied 0.8% rescission pursuant to FY 2005 enacted, P.L. 108-447

¹⁰ Rescission of prior year carryover P.L. 110-161

¹¹ Rescission of prior year carryover P.L. 111-8