



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2022

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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**FISCAL YEAR 2022 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

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Section 1: Overview

Section 1 – Administrator’s Overview

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION FISCAL YEAR 2022 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) requests **\$675.8 million** for fiscal year (FY) 2022 to support its Congressionally mandated safety mission of saving lives by reducing the number and the severity of crashes involving large commercial motor vehicles (CMV) including trucks and buses.

This request encompasses FMCSA’s holistic approach toward improving safety by emphasizing support for State and local CMV enforcement, research into emerging safety technologies, driver outreach and public education. The request facilitates the Administration’s and the Department of Transportation’s priorities of safety, equitable economic strength and improving core assets, rebalancing investments to meet racial equity and economic inclusion goals, climate and resilience, and transformation and “future proofing.”

Specifically, FMCSA is requesting:

- **Motor Carrier Safety Operations and Programs: \$288 million;** and
- **Motor Carrier Safety Grants: \$388 million.**

In carrying out its safety mandate, FMCSA: (1) develops and implements data-driven regulations that balance motor carrier safety with operational efficiency; (2) enforces safety regulations focusing on high-risk carriers; (3) targets educational messages to carriers, commercial drivers, and the traveling public; and, (4) works in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.

FMCSA’s fiscal year (FY) 2022 Budget, in concert with the passage of the American Jobs Plan and a surface transportation reauthorization, will set the stage for investments to address both the current realities and the future commercial motor vehicle landscape. The FY 2022 Budget request prioritizes safety as the foundation of everything we do, while also helping the economy recover and rebuild from the COVID-19 pandemic, rising to the climate challenge, and ensuring transportation is an engine for equity.

This request assumes continuation of the programs authorized by the Fixing America’s Surface Transportation (FAST) Act, as well as the complementary and transformational initiatives proposed under the separate American Jobs Plan. Together, these investments and their underlying policies will provide the resources to strengthen the safety focus needed to end fatalities on the Nation’s roads.

Safety Matters

- FMCSA will continue to develop, maintain, and execute the Agency's enforcement and compliance programs, including programs such as hazardous materials, commercial enforcement, and passenger carrier safety, as well as supporting innovative technologies (e.g., electronic/ remote inspections of vehicles and identification of CMV drivers enabling inspectors to remotely identify unqualified drivers, vehicles, and their respective motor carriers and pull them over for inspection and appropriate action). Moreover, the Office of Safety will oversee the delivery of programs through the Agency's field offices and coordination with State partners, especially in establishing localized crash reduction strategies.
- FMCSA will:
 - work with State partners to implement Model Minimum Uniform Crash Criteria, vastly improving consistency, quality, and quantity of reported CMV crash data;
 - update, for the expeditious exchange of critical roadside inspection data, the technology used by FMCSA and State partners for roadside inspections on large trucks, buses, and drivers; and,
 - enhance the current Safety Measurement System for more comprehensive identification of at risk carriers and, in relevant part, for public release.
- Using crash data analysis and driver demographics, FMCSA will work with State partners to develop targeted safety and education campaigns focused on topics such as distracted driving, work zone safety, use of seat belts, driving under the influence, and the safety benefits of Advanced Driver Assistance System (ADAS) tools.
- FMCSA will continue to focus on implementing the Training Provider Registry, in support of the Entry Level Driver Training Final Rule, which will be fully implemented in FY 2022. This important rule requires individuals pursuing a commercial driver's license to complete training that complies with Federal curriculum requirements. This rule will improve the quality and safety of drivers, and should reduce the number of crashes. Commercial Driver License Program Implementation (CDLPI) grants to States will support the implementation and enforcement of this rule.

Ensuring Transportation Equity

- FMCSA remains positioned to work with stakeholders to identify regulatory inequities and explore alternatives to support the adoption of short- and long-term solutions.
- FMCSA has the authority to provide limited temporary relief from safety requirements while the Agency considers long-term changes through the notice-and-comment rulemaking process required by the Administrative Procedure Act. A typical rulemaking can take about two years to complete for cases in which the Agency identifies regulatory requirements that have a disproportionate impact on small businesses and socially or economically disadvantaged communities.

Mitigating Climate Change

- FMCSA is preparing for the next generation of electric vehicles (EVs), including electric commercial motor vehicles, which have the potential to significantly reduce greenhouse gas emissions. FMCSA plans to conduct research to support development of future regulations, procedures, and guidance to roadside inspectors regarding inspecting electric vehicles (EV) trucks and responding to EV crashes. Future work may build on planned research for autonomous driving system truck inspections and post-crash emergency response.
- FMCSA continues to conduct environmental assessments as required by the National Environmental Policy Act for planned regulatory activities, to ensure that only the most environmentally compliant and effective CMV regulations and guidance are promulgated.

Transformational Investment

- FMCSA will continue to pursue the adoption of Level 2 and 3 Advanced Driver Assistance Systems (ADAS) safety tools, which introduce some automated safety features to assist the human driver on board, and will conduct research into the effectiveness of ADAS tools in preventing CMV-involved crashes, technology mandating seat belt usage, CMV truck cab crashworthiness, and data accountability standards.
- FMCSA research and analysis in the automated driving system (ADS) technology space examines efficiency gains from ADS design and deployment within the trucking sector, including productivity, fuel savings, and route planning efficiencies.
- FMCSA has developed the Automated Commercial Motor Vehicle Evaluation (ACE) Program, a multi-million-dollar research and technology deployment program in collaboration with other DOT modes, using DOT's open source automation software known as Cooperative Automation Research Mobility Applications (CARMA). FMCSA will continue by developing National uniform standards for interacting with ADS Level 4 and 5 automated CMVs during roadside truck inspections, in work zone areas, in situations involving emergency response personnel, and with deploying required hazard triangles with disabled automated CMVs.
- Constructing modern CMV inspection facilities at the U.S. land ports of entry will help to reduce border crossing times and therefore the truck emissions associated with border crossing activities. This ongoing project accelerates economic growth in the surrounding communities by creating jobs in construction and maintenance, while supporting international transportation and trade between the U.S. and Mexico. It creates safer, more efficient operations for FMCSA border inspectors and ensures that CMVs can operate safely on the roadways.

Job Creation Builds Economic Strength

- FMCSA proudly supports America's Armed Forces and is committed to assisting service members and veterans in transitioning to civilian transportation careers. Several FMCSA programs make it easier, quicker, and less expensive for experienced military drivers to obtain Commercial Driver's Licenses (CDLs), including:
 - Military Skills Test Waiver Program: This program allows drivers with two years of experience safely operating heavy military vehicles to obtain a CDL without taking the driving test (skills test). To date, more than 40,000 service members and veterans have taken advantage of this waiver program.
 - Even Exchange Program (Knowledge Test Waiver): This program allows qualified military drivers to be exempt from the knowledge test for obtaining a CDL. When used with the Military Skills Test Waiver, this effectively allows a driver to exchange a military license for a CDL.
- FMCSA will work within existing flexibilities of the Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant Program to include apprenticeship opportunities, focusing particularly on recruiting socially and economically disadvantaged communities to seek employment as CMV drivers.

**AMERICAN JOBS PLAN: BUILD WORLD-CLASS TRANSPORTATION
INFRASTRUCTURE: FIX HIGHWAYS, REBUILD BRIDGES, AND UPGRADE PORTS,
AIRPORTS, RAIL AND TRANSIT SYSTEMS**

President Biden is calling on Congress to make a historic and overdue investment in our roads, bridges, rail, ports, airports, and transit systems. The President's plan will ensure that these investments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively. These investments will advance racial equity by providing better jobs and better transportation options to underserved communities. These investments also will extend opportunities to small businesses to participate in the design, construction, and manufacturing of new infrastructure and component parts. President Biden's plan will deliver infrastructure Americans can trust, because it will be more resilient to floods, fires, storms, and other threats, and not fragile in the face of these increasing risks.

The President's plan invests an additional \$621 billion in transportation infrastructure and resilience:

- Within this amount, **\$540 Billion** would reside in the Department of Transportation for its programs allocated over a five-year period, and is in addition to the base amounts included in the FY 2022 Budget request.
- Separately, the American Jobs Plan also provides \$50 billion make our infrastructure more resilient of which **\$7.5 Billion** would be provided to the Department of Transportation.
- Aside from Department of Transportation funding, the American Jobs Plan calls for **\$74 Billion** in additional infrastructure investments, including \$8 Billion to the U.S. Army Corps of Engineers for Inland Waterways and Harbor Projects, \$3 Billion to the General Services Administration for land ports of entry, \$20 Billion to the Environmental Protection Agency for school bus electrification, and \$43B for non-transportation resilience programs.

Detailed information about the American Jobs Plan can be found within the FY 2022 Budget Highlights located at:

<https://www.transportation.gov/mission/budget/fiscal-year-2022-budget-highlights>

SURFACE TRANSPORTATION REAUTHORIZATION

The President's vision for addressing our Transportation Safety and Infrastructure needs relies on three building blocks:

The FY 2022 Budget

First, the FY 2022 President's Budget provides discretionary and mandatory funding in core programs to continue the current portfolio of transportation programs and includes targeted funding elements to address the Administration's current priorities particularly in the transit and rail areas.

Surface Transportation Reauthorization

The President's plan also recognizes that the current surface authorization act – Fixing America's Surface Transportation Act (FAST Act) – expires this fiscal year. Since Congress is now considering multi-year legislation that would begin in FY 2022, the budget displays flat levels equal to the last year of the FAST Act for simplicity. **This is not a policy decision that the next reauthorization should equal FAST ACT levels, but rather a technical presentation to ensure consistency between the American Jobs Plan (AJP) and the traditional DOT accounts.** Surface authorization acts have traditionally provided mandatory funding for highway, transit, and safety programs from excise tax revenue deposited into the Highway Trust Fund (HTF). Additionally, surface authorization acts establish certain programs that Congress funds through the annual appropriations process. For example, the FAST Act was the first time a rail title was included in a multi-year surface reauthorization package.

American Jobs Plan

Finally, the \$621 billion in investments proposed in the American Jobs Plan represent investments in addition to the base amounts included in the FY 2022 President's Budget request.

The FY 2022 Budget request reflects the American Jobs Plan funding as budget authority provided over five years. Funding is grouped in nine new program accounts that align with the major portions of the AJP, but funding is not assigned to specific DOT Budget Accounts.

The President's FY 2022 request does not include a formal legislative reauthorization proposal. Rather, the President's Budget documents present key Administration reauthorization principles, which align with the foundation of the AJP. These include:

- Safety
- Equitable Economic Strength and Improving Core Assets
- Ensuring Investments Meet Racial Equity and Economic Inclusion Goals
- Resilience and Addressing Climate Change

- Transformation of our Nation's Transportation Infrastructure

To reflect this, the FY 2022 President's Budget shows flat funding of contract authority in current Highway Trust Fund accounts throughout the full 10-year Budget window. These flat-line levels do not represent funding or program design recommendations by the Administration.

When the Congress takes up the AJP and Surface Transportation reauthorization, the Administration looks forward to working collaboratively with Congress to infuse its key principles and policy proposals into legislation, and to add additional funding and policy proposals proposed in the American Jobs Plan. The Administration seeks to work with Congress to reflect the American Jobs Plan and key principles in legislative measures to advance ambitious investments in infrastructure, including surface transportation reauthorization.

How does this impact programs not impacted by AJP goals?

For other programs that receive discretionary appropriations and mandatory programs unaffected by surface authorization, the FY 2022 Budget presents detailed information consistent with DOT's prior budget requests.

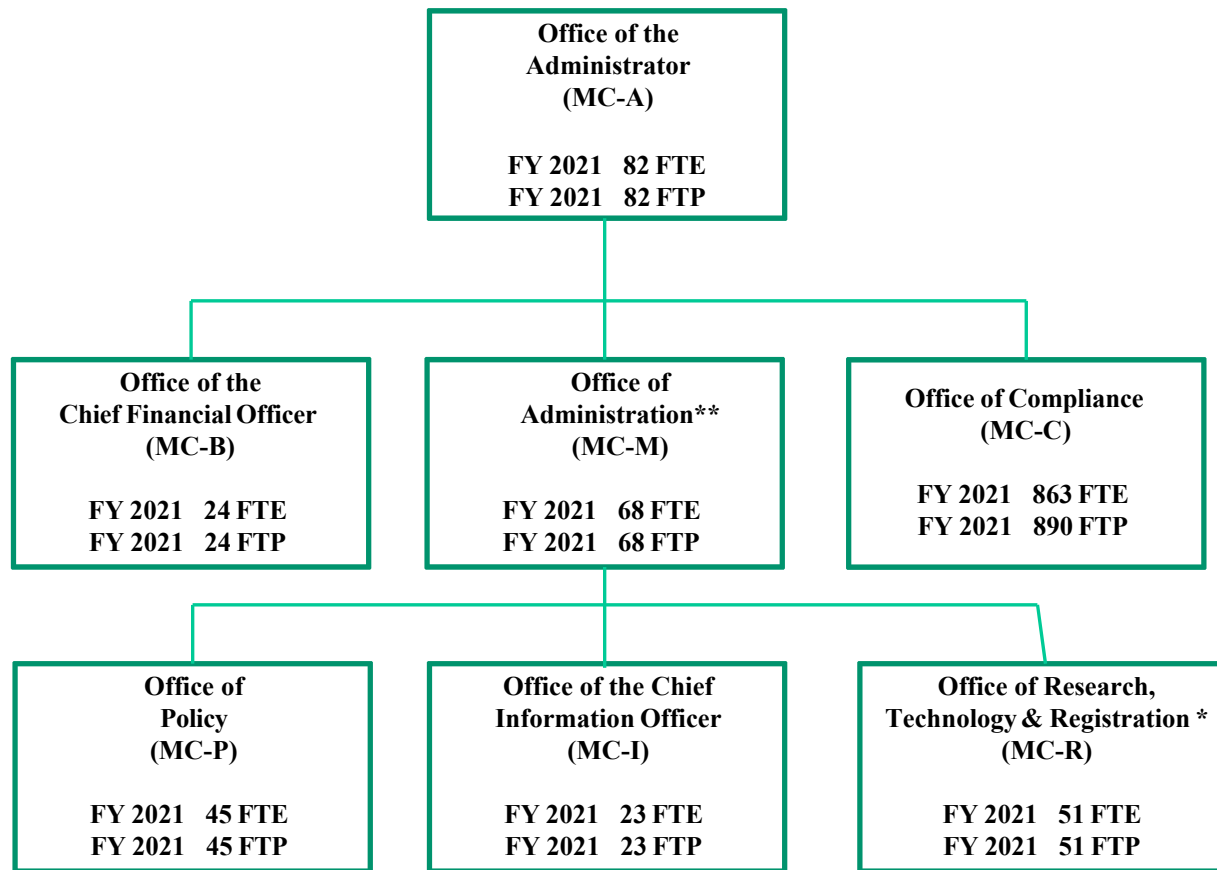
JUSTICE40

Executive Order 14008, issued on January 27, 2021, created a government-wide “Justice40” Initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities and tracking performance toward the goal through an Environmental Justice Scorecard.

The Justice40 Initiative has the potential to deliver benefits that could include increased access to renewable energy and energy efficiency improvements, public transit, water infrastructure, climate-resilient affordable housing, training and workforce development, reductions in legacy pollution, and equitable and just community development, among others. There are important considerations in the development, implementation, and evaluation of such a wide-reaching and complex initiative. To advance Justice40 goals the Department is considering options in areas such as, but not limited to, incorporating criteria in the Department’s discretionary grant programs, developing implementable definitions for “investment benefit” and “disadvantaged communities” as it relates to programmatic activities, public engagement strategies with stakeholders to define and further understand “investment benefits” that can be targeted for disadvantaged and underserved communities, and developing a Department-wide Environmental Justice Scorecard.

In the coming months, the Department will be working to ensure that subsequent programs, targets, and metrics fulfill the ambition of the Justice40 Initiative to deliver meaningful and measurable benefits to disadvantaged and underserved communities.

Exhibit I-A
Federal Motor Carrier Safety Administration
FY 2021 FTE/FTP Organization Chart



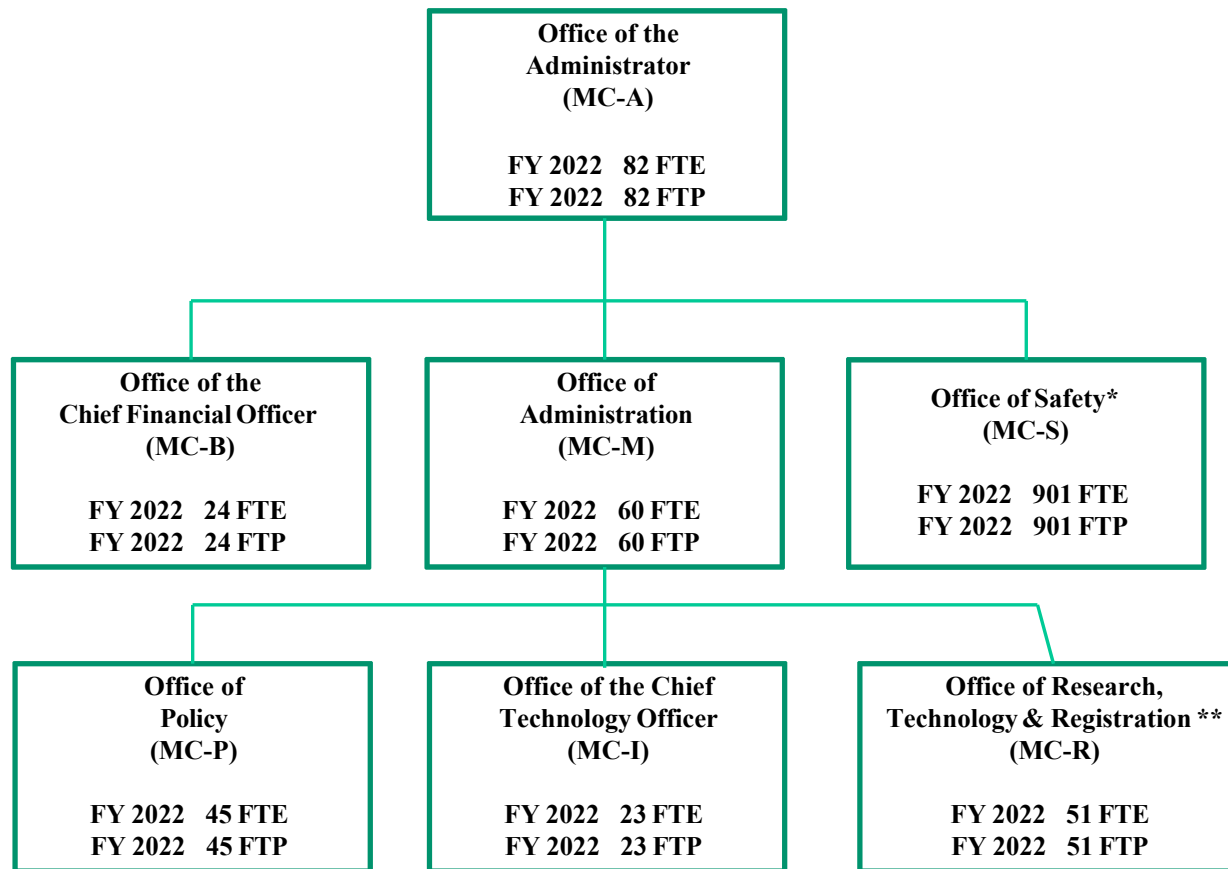
Total FY 2021 FTE Estimate: 1,156 FTE

Total FY 2021 FTP Estimate: 1,183 FTP

*Includes 27 FTE funded with Licensing & Insurance (L & I) collected fees

**Office of Management Services name changed to Office of Administration

Exhibit I-B
Federal Motor Carrier Safety Administration
FY 2022 FTE/FTP Organization Chart



Total FY 2022 FTE Estimate: 1,186 FTE

Total FY 2022 FTP Estimate: 1,186 FTP

*Includes 8 National Training Center (NTC) FTE & 3 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 27 FTE funded with Licensing & Insurance (L & I) collected fees

Section 2: Budget Summary Tables

EXHIBIT II-1
FY 2022 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
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ACCOUNT NAME	M / D	(A) FY 2020 ACTUAL	(B) FY 2020 CARES Act	(C) FY 2021 ENACTED	(D) FY 2021 CRRSA	(E) FY 2021 American Rescue Plan	(F) FY 2022 PRESIDENT'S BUDGET
Motor Carrier Safety Operations and Programs							
(Transportation Trust Fund Highway Account)							
Contract Authority (subject to limitation)	M	\$ 288,000	\$ -	\$ 288,000	\$ -	\$ -	\$ 288,000
Liquidation on Obligation		\$ (288,000)	\$ -	\$ (288,000)	\$ -	\$ -	\$ (288,000)
Rescissions							
Transfers							
Offsets							
Motor Carrier Safety Grants							
(Transportation Trust Fund Highway Account)							
Contract Authority (subject to limitation)	M	\$ 387,800	\$ -	\$ 387,800	\$ -	\$ -	\$ 387,800
Liquidation on Obligation		\$ (387,800)	\$ -	\$ (387,800)	\$ -	\$ -	\$ (387,800)
Rescissions							
Transfers							
Offsets							
TOTALS							
Gross New Contract Authority		\$ 675,800	\$ -	\$ 675,800	\$ -	\$ -	\$ 675,800
Rescissions							
Transfers							
Offsets							
NET NEW CONTRACT AUTHORITY:		\$ 675,800	\$ -	\$ 675,800	\$ -	\$ -	\$ 675,800
[Mandatory BA]		\$ 675,800	\$ -	\$ 675,800	\$ -	\$ -	\$ 675,800
[Discretionary BA]							

EXHIBIT II-2
FY 2022 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNT NAME	M / D	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
Motor Carrier Safety Operations and Programs	M	\$ 288,000	\$ 150	\$ 328,143	\$ -	\$ -	\$ 288,000
Operating Expenses		\$ 243,593	\$ 150	\$ 243,623	\$ -	\$ -	\$ 243,593
Research and Technology		\$ 9,073	\$ -	\$ 9,073	\$ -	\$ -	\$ 9,073
Information Technology		\$ 35,334	\$ -	\$ 75,447	\$ -	\$ -	\$ 35,334
Rescissions							
Transfers							
Offsets							
Motor Carrier Safety Grants	M	\$ 391,136	\$ -	\$ 419,800	\$ -	\$ -	\$ 387,800
Motor Carrier Safety Assistance Program (MCSAP)		\$ 308,700	\$ -	\$ 308,700	\$ -	\$ -	\$ 308,700
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 3,336	\$ -	\$ 2,000	\$ -	\$ -	\$ 1,000
High Priority Activities Program (HPAP)		\$ 45,900	\$ -	\$ 45,900	\$ -	\$ -	\$ 44,900
Commercial Drivers' License (CDL) Program Implementation Program		\$ 33,200	\$ -	\$ 33,200	\$ -	\$ -	\$ 33,200
Large Truck Crash Causal Factors Study (LTCCFS)		\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -
Rescissions							
Transfers							
Offsets							
TOTALS							
Gross New Budgetary Resources		\$ 679,136	\$ 150	\$ 747,943	\$ -	\$ -	\$ 675,800
Rescissions							
Transfers							
Offsets							
TOTAL BUDGETARY RESOURCES:		\$ 679,136	\$ 150	\$ 747,943	\$ -	\$ -	\$ 675,800
[Mandatory]		\$ 679,136	\$ 150	\$ 747,943	\$ -	\$ -	\$ 675,800
[Discretionary]							
[Obligation Limitation]							

EXHIBIT II-4
FY 2022 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	M / D	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
Motor Carrier Safety		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Motor Carrier Safety Program		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Carrier Safety Operations and Program	D	\$ 260	\$ -	\$ 316	\$ -	\$ -	\$ 334
Motor Carrier Safety Grants	D	\$ 357	\$ -	\$ 470	\$ -	\$ -	\$ 365
TOTAL:		<u>\$ 617</u>	<u>\$ -</u>	<u>\$ 786</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 699</u>
[Mandatory]							
[Discretionary]		617	0	786	0	0	699

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									FY 2022 Baseline Estimate	Program Increases/ Decreases	FY 2022 PRESIDENT'S BUDGET
	FY 2020 ACTUAL	FY 2021 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2021 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	1104	1129							27	1156	0	1156
L&I FTE (Offsetting Collection)	24	27								27	0	27
DACH FTE (Offsetting Collection)	0	0								0	3	3
Total FTE	1128	1156							27	1183	3	1186
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits (S&B)*	\$155,789	\$160,098	\$1,081		\$3,264				\$2,038	\$166,481	\$0	\$166,481
Travel	\$3,774	\$7,483							\$0	\$7,483	(\$1,700)	\$5,783
Transportation	\$354	\$361							\$0	\$361	\$0	\$361
GSA Rent	\$16,153	\$18,408					(\$2,341)			\$16,067		\$16,067
Communications, & Utilities	\$288	\$257							\$0	\$257	\$0	\$257
Printing	\$347	\$303							\$0	\$303	\$0	\$303
Contracts	\$47,132	\$43,464							\$0	\$43,464	(\$4,598)	\$38,866
Other Services:									\$0			
- WCF	\$6,772	\$7,447						\$1,198		\$8,645	\$0	\$8,645
- WCF IT	\$11,540	\$4,915						\$1,028		\$5,943	\$0	\$5,943
Supplies	\$843	\$651							\$0	\$651	\$0	\$651
Equipment	\$534	\$236							\$0	\$236	\$0	\$236
Insurance Claims and Indemnities	\$217	\$0							\$0	\$0	\$0	\$0
Gross New Budgetary Authority	\$243,743	\$243,623	\$1,081	\$0	\$3,264	\$0	(\$2,341)	\$2,226	\$2,038	\$249,891	(\$6,298)	\$243,593
PROGRAMS												
Research and Technology	\$9,073	\$9,073								\$9,073	\$0	\$9,073
Information Technology	\$30,788	\$65,668								\$65,668	(\$41,949)	\$23,719
- WCF IM	\$4,546	\$9,779						\$1,836		\$11,615	\$0	\$11,615
Programs Subtotal	\$44,407	\$84,520						\$1,836		\$86,356	(\$41,949)	\$44,407
TOTAL	\$288,150	\$328,143	\$1,081	\$0	\$3,264	\$0	(\$2,341)	\$4,062	\$2,038	\$336,247	(\$48,247)	\$288,000

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 2020 ACTUAL	FY 2021 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2022 Baseline Estimate	Program Increases/ Decreases	FY 2022 PRESIDENT'S BUDGET
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0		0
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Motor Carrier Safety Assistance Program (MCSAP)	\$308,700	\$308,700								\$308,700	\$0	\$308,700
Commercial Motor Vehicle (CMV) Operator Grant Program	\$3,336	\$2,000								\$2,000	(\$1,000)	\$1,000
High Priority Activities Program (HPAP)	\$45,900	\$45,900								\$45,900	(\$1,000)	\$44,900
Commercial Drivers' License (CDL) Program Implementation Program	\$33,200	\$33,200								\$33,200	\$0	\$33,200
Large Truck Crash Causal Factors Study (LTCCFS)	\$0	\$30,000								\$30,000	(\$30,000)	\$0
Subtotal	\$391,136	\$419,800								\$419,800	(\$32,000)	\$387,800
TOTAL	\$391,136	\$419,800								\$419,800	(\$32,000)	\$387,800

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

	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 22,858	\$ 22,141	\$ 26,203
TOTAL	\$ 22,858	\$ 22,141	\$ 26,203

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

	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,104	1,129	1,156
SUBTOTAL, DIRECT FUNDED	<u>1,104</u>	<u>1,129</u>	<u>1,156</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct L & I Fee Collection*	24	27	27
Direct DACH Fee Collection**	-	-	3
SUBTOTAL, OTHER	<u>24</u>	<u>27</u>	<u>30</u>
TOTAL FTEs	<u>1,128</u>	<u>1,156</u>	<u>1,186</u>

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

**FMCSA collects fees and resources DACH programs in accordance with 49 U.S.C. § 31306a(e)

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

	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,104	1,156	1,156
SUBTOTAL, DIRECT FUNDED	<u>1,104</u>	<u>1,156</u>	<u>1,156</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct L & I Fee Collection*	24	27	27
Direct DACH Fee Collection**	-	-	3
SUBTOTAL, OTHER	<u>24</u>	<u>27</u>	<u>30</u>
TOTAL POSITIONS	<u>1,128</u>	<u>1,183</u>	<u>1,186</u>

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

**FMCSA collects fees and resources DACH programs in accordance with 49 U.S.C. § 31306a(e)

Section 3: Budget Request by Appropriation

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act (Public Law 114–94), \$288,000,000, 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 \$288,000,000, for "Motor Carrier Safety Operations and Programs" for fiscal year 2022, of which not less than \$35,334,000, to remain available for obligation until September 30, 2024, is for development, modernization, enhancement, continued operation and maintenance of information technology and information management, and of which \$9,073,000, to remain available for obligation until September 30, 2024, is for the research and technology program.

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MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

069X8159

LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
2006..... 213,000,000	2006..... 213,000,000
	2006 Rescission of Contract Authority(2,130,000) ¹
2007..... 223,000,000	2007..... 74,000,000
2008..... 228,000,000	2008..... 228,000,000
	2008 Rescission of Contract Authority(1,815,553) ²
2009..... 234,000,000	2009..... 234,000,000
	2009 Rescission of Contract Authority(4,839,259) ³
2010..... 239,828,000	2010..... 239,828,000
2011..... 244,144,000	2011..... 244,144,000
2012..... 276,000,000	2012..... 244,144,000
2013..... 250,000,000	2013..... 251,000,000
2014..... 259,000,000	2014..... 259,000,000
2015..... 315,770,000	2015..... 259,000,000
2016..... 329,180,000	2016..... 267,400,000
2017..... 277,200,000	2017..... 277,200,000
2018..... 283,000,000	2018..... 283,000,000
2019..... 284,000,000	2019..... 284,000,000
2020..... 288,000,000	2020..... 288,000,000
2021..... 288,000,000	2021..... 288,000,000
2022..... 288,000,000	2022..... 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
069X8159
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.....	288,000,000
2022.....	288,000,000

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
2021.....	328,143,000 ⁹

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

⁹ 2021 Enacted Appropriations included re-purposed PY Unobligated Balance of \$40.143M, P.L. 116-260

Justification for Motor Carrier Safety Operations and Programs

FY 2022 – Motor Carrier Safety Operations and Programs – Budget Request

The FY 2022 Budget requests **\$288 million** for **Motor Carrier Safety Operations and Programs** to enable FMCSA's workforce of 1,186 safety specialists and programmatic professionals to continue their focus on strengthening highway safety. The Agency will continue to leverage and multiply its operation and program effectiveness – and save lives – by engaging its many safety partners and stakeholders. This includes keeping motor carriers and drivers well informed of their safety responsibilities and holding them accountable should they fail. It also includes challenging highway safety organizations and other associations to do their part in preventing dangerous driving behavior that can result in CMV-involved crashes.

Within the \$288 million for Operations and Programs, FMCSA will address the following activities:

- **General Operating Expenses: \$244 million** is requested to carry out FMCSA's safety mission and required support functions. This includes: personnel salaries and benefits, contracts, rent, Working Capital Fund costs, training, and other mission critical supplies and services. The request increases operational efficiencies, provides greater transparency, and ensures full accountability.
- **Information Technology: \$35 million** is requested to continue implementation of FMCSA's multi-year information technology modernization plan to streamline its functional platforms for internal and external users. A key IT priority in FY 2022 will be the development of an inspection system that will consolidate all inspection and investigation capabilities into a single platform, which will significantly increase effectiveness and efficiency for all inspections and investigations.
- **Research & Technology: \$9 million** is requested to perform research, development, and technology transfer activities to support safe driving behaviors, ultimately reducing the number and severity of crashes, injuries, and fatalities. With the aim of promoting safe driving behaviors, FMCSA will continue initiatives such as improving truck driver fitness through the North American Fatigue Management Program; evaluating commercial motor vehicle technologies and crash countermeasures; and conducting automated commercial motor vehicle evaluation programs.

FMCSA is a data-driven organization. The Agency will continue to be a national leader in data collection and analysis to inform its regulatory actions and policy directives. In FY 2022, the Agency will continue its multi-year effort to modernize and strengthen its information technology capabilities. This includes improving data quality, achieving greater insight into CMV crash causal factors, and developing time- and cost-saving platforms to obtain, analyze, and securely share information with State and local law enforcement.

In addition, FMCSA will conduct training for State and local CMV enforcement personnel, as

well as public outreach and education campaigns emphasizing safe driving behaviors around CMVs (*“Our Roads, Our Safety”*) and avoiding fraudulent interstate household goods moving companies (*“Protect Your Move”*). Research, including innovation around advanced driving assistance systems and automated driving systems, will continue. Special emphasis will be placed on close collaboration with State partners and industry stakeholders to ensure that new advances in technology provide a high level of roadway safety – while not unnecessarily impeding innovation or improvement in industry efficiencies.

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 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
Operating Expenses	\$ 243,593	\$ 150	\$ 243,623	\$ -	\$ -	\$ 243,593
Research and Technology	\$ 9,073	\$ -	\$ 9,073	\$ -	\$ -	\$ 9,073
Information Technology	\$ 35,334	\$ -	\$ 75,447	\$ -	\$ -	\$ 35,334
TOTAL	\$ 288,000	\$ 150	\$ 328,143	\$ -	\$ -	\$ 288,000
FTEs						
Direct Funded	1,104	-	1,129	-	-	1,156
Direct L&I Fee Collection	24	-	27	-	-	27
Direct DACH Collection	-	-	-	-	-	3

EXHIBIT III-1a
Motor Carrier Safety Operations and Program (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2021 TO FY 2022
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2021 ENACTED	<u>\$328,143</u>	<u>1,129</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$1,081	
FY21 Pay Raises	\$3,264	
GSA Rent	(\$2,341)	
Working Capital Fund	\$4,062	
Inflation and other adjustments to base	\$2,038	27
SUBTOTAL, ADJUSTMENTS TO BASE	\$8,104	1156
PROGRAM REDUCTIONS		
Travel	(\$1,700)	
Contracts	(\$4,598)	
Information Technology	(\$41,949)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$48,247)	0
NEW OR EXPANDED PROGRAMS:		
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$0	0
FY 2022 PRESIDENT'S BUDGET	\$288,000	1,156

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

For payment of obligations incurred in carrying out sections 31102, 31103, 31104, and 31313 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act (Public Law 114–94), \$387,800,000, 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 \$387,800,000 in fiscal year 2022 for "Motor Carrier Safety Grants" of which \$308,700,000 shall be available for the motor carrier safety assistance program, \$33,200,000 shall be available for the commercial driver's license program implementation program, \$44,900,000 shall be available for the high priority activities program and \$1,000,000 shall be made available for the commercial motor vehicle operators grant program.

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069X8158
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.....	387,800,000
2022.....	403,312,000

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
2021.....	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

069X8158
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	2007297,411,000 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
	2011 310,070,000
	2012 307,000,000
	2013308,878,840 ⁵
	2013 310,000,000
	2013 Across-the-Board Reduction.....(620,000) ⁶
2014..... 313,000,000	2014 313,000,000
2015..... 313,000,000	2015 313,000,000
2016..... 313,000,000	2016 313,000,000
2017..... 367,000,000	2017.....312,404,987 ⁷
2018..... 374,800,000	2018.....561,800,000 ⁸
2019.....381,800,000	2019.....382,800,000 ⁹
2020.....387,800,000	2020.....391,136,000 ¹⁰
2021.....387,800,000	
2022.....403,312,000	

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 Appropriation included re-purposed PY Unobligated Balance of \$3.336,

Justification for Motor Carrier Safety Grants

FY 2022 – Motor Carrier Safety Grants – Budget Request

The FY 2022 budget requests **\$387.8 million** for **Motor Carrier Safety Grants** to provide the Agency with the capacity to further promote CMV compliance and safety nationwide. With about 600,000 FMCSA-regulated motor carriers, and approximately four million commercial driver's license (CDL) holders operating in interstate commerce and who are likewise are subject to Federal requirements, FMCSA will continue to execute its mission by closely partnering with State and local agencies.

The following programs are supported within the Safety Grants portfolio:

- **Motor Carrier Safety Assistance Program (MCSAP): \$309 million** is requested to fund this formula grant program providing a reliable source of funding to State and Territorial MCSAP lead agencies to establish and maintain their commercial motor vehicle safety activities. This grant program supports approximately 3.5 million commercial motor vehicle inspections annually, which allow States to identify serious safety deficiencies and stop unsafe drivers and vehicles from operating on the roadways, with a focus on high crash corridors.
- **Commercial Motor Vehicle Operator Safety Training Grants (CMVOST): \$1 million** is requested for these discretionary grants, which are awarded to State or local governments, as well as to accredited post-secondary educational institutions, including truck-driver training schools, to establish training for individuals to transition to the CMV industry, with priority given to regional or multi-State educational or not-for-profit associations that recruit and train current and former members of the Armed Forces and their spouses.
- **High Priority Activities Program (HP): \$45 million** is requested for the High Priority discretionary grant program, which provides financial assistance to States, local governments, Federally recognized Indian tribes, and other political jurisdictions to carry out high-priority Commercial Motor Vehicle safety data activities and Innovative Technology Deployment (ITD) projects that advance the technological capability and promote the deployment of intelligent transportation system applications for commercial motor vehicle operations.
- **Commercial Driver License Program Implementation Grants (CDLPI): \$33 million** is requested. These discretionary grants are awarded to the States' primary driver licensing agency responsible for the development, implementation, and maintenance of the commercial driver license program for the implementation of the Entry Level Driver Training – Training Provider Registry. This Registry will provide for a vital electronic exchange of commercial driver license violation information, across State lines to nonprofits, local governments, and other entities dedicating programs to combat human trafficking and other emerging issues.

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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 2020	FY 2020	FY 2021	FY 2021	FY 2021	FY 2022
	ACTUAL	CARES Act	ENACTED	CRRSA	American Rescue Plan	PRESIDENT'S BUDGET
Motor Carrier Safety Assistance Program (MCSAP)	\$ 308,700	\$ -	\$ 308,700	\$ -	\$ -	\$ 308,700
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 3,336	\$ -	\$ 2,000	\$ -	\$ -	\$ 1,000
High Priority Activities Program (HPAP)	\$ 45,900	\$ -	\$ 45,900	\$ -	\$ -	\$ 44,900
Commercial Drivers' License (CDL) Program Implementation Program	\$ 33,200	\$ -	\$ 33,200	\$ -	\$ -	\$ 33,200
Large Truck Crash Causal Factors Study (LTCCFS)	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -
TOTAL	\$ 391,136	\$ -	\$ 419,800	\$ -	\$ -	\$ 387,800

EXHIBIT III-1a
Motor Carrier Safety Grants (69-X-8158)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2021 TO FY 2022
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2021 ENACTED	<u>\$419,800</u>	
<u>ITEM</u>		
ADJUSTMENTS TO BASE:		
Inflation and other adjustments to base	\$0	
SUBTOTAL, ADJUSTMENTS TO BASE	\$0	0
PROGRAM REDUCTIONS		
Commercial Motor Vehicle (CMV) Operator Grant Program	(\$1,000)	
High Priority Activities Program (HPAP)	(\$1,000)	
Large Truck Crash Causal Factors Study	(\$30,000)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$32,000)	0
NEW OR EXPANDED PROGRAMS:		
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$0	0
FY 2022 REQUEST	\$387,800	0

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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 2022.

NATIONAL MOTOR CARRIER SAFETY PROGRAM
069X8048
LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
1998..... 90,000,000	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
2002..... 204,837,000 ³	2002..... 205,896,000 ⁵
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Contract Authority.....(1,235,000) ⁶
2004.....	2004..... 190,000,000
	2004 Rescission of Contract Authority.....(1,121,000) ⁷
2005.....	2005..... 190,000,000
	2005 Rescission of Contract Authority.....(1,520,000) ⁸
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Contract Authority.....(5,212,858) ⁹
2009.....	2009 Rescission of Contract Authority.....(19,571,910) ¹⁰
2010.....	2010 Rescission of Contract Authority.....(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.....
2022.....	2022.....

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
069X8048
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.....
2022.....	2022.....

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

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

No funding is requested for this account in FY 2022.

**MOTOR CARRIER SAFETY
069X8055
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.....	
2022.....	

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.....	
2022.....	

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
069X8055
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)

APPROPRIATION ESTIMATES	APPROPRIATION
2000.....	2000..... 76,058,400 ¹
2001..... 92,194,000	2001..... 92,194,000
	2001 Rescission of Liquidating Cash (202,827) ²
2002..... 139,007,000	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.....
2021.....	2021.....
2022.....	2022.....

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

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Section 4: Research, Development, and Technology

Research, Development, & Technology
(Budget Authority in Thousands)

Motor Carrier Safety Operations and Programs	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 President's Budget	Applied	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Research & Technology	\$ 9,073	\$ 9,073	\$ 9,073	\$ 8,855	\$ -	\$ -	\$ 218	\$ -
<i>Produce Safer Drivers</i>	<i>\$ 3,573</i>	<i>\$ 3,288</i>	<i>\$ 2,032</i>	<i>\$ 1,814</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 218</i>	<i>\$ -</i>
<i>Improve Safety of CMVs</i>	<i>\$ 3,150</i>	<i>\$ 1,681</i>	<i>\$ 758</i>	<i>\$ 758</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Produce Safer Carriers</i>	<i>\$ 600</i>	<i>\$ 3,227</i>	<i>\$ 5,557</i>	<i>\$ 5,557</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Advance Safety Through Info-Based Initiatives</i>	<i>\$ 1,750</i>	<i>\$ 877</i>	<i>\$ 726</i>	<i>\$ 726</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
Administrative (GOE)	\$ 3,010	\$ 3,010	\$ 3,010	\$ 2,784	\$ -	\$ -	\$ 226	\$ -
Total	\$ 12,083	\$ 12,083	\$ 12,083	\$ 11,639	\$ -	\$ -	\$ 444	\$ -

Motor Carrier Research and Technology Program

Exhibit IV Narrative

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 (DOT) 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, including studies associated with electric-drive CMVs.
- 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 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 (OMB), 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.

The R&T Program's overall Program Objectives will not change in FY 2022:

- Produce Safer Drivers: Develop driver-based safety countermeasures to reduce crashes.
- Improve Safety of CMVs: Improve truck and motorcoach safety and efficiency through vehicle-based research and the deployment of CMV safety technologies, including technologies supporting environmental resilience.
- Produce Safer Carriers: Improve motor carrier safety by compiling and communicating best management practices to motor carriers and work with industry to accelerate adoption of safety-enhancing technology, such as Automatic Emergency Braking (AEB) systems.
- Advance Safety through Information-Based Initiatives: Support Agency enforcement efforts by: (1) evaluating existing research to highlight areas for additional study, (2)

investigating the overall business, economic, and technical trends in the CMV industry to understand and respond to their impact on safety, and (3) exploring the feasibility and utility of using multiple measures as a basis for calculating crash statistics and setting safety goals. This research objective encompasses automated commercial vehicle research and support for the Innovative Technology Deployment (ITD) Grant Program, the Agency's key mechanism for transferring proven enforcement technologies into operational systems for the States.

- Enable and Motivate Internal Excellence: Ensure the relevance, quality, and performance of research and technology activities and develop efficient methods to respond quickly and flexibly to Departmental and Agency needs.

In addition to continuing its core safety mission, FMCSA is looking ahead to the next generation of electric vehicles, including electric-drive CMVs. Although CMVs comprise less than 10 percent of the total vehicle population, CMVs contribute significant greenhouse gas emissions due to their high fuel consumption and utilization (i.e., annual mileage). To support the President's Climate and Resilience goals, FMCSA plans to initiate basic research, including industry analysis and literature review, into roles and regulations related to electric CMVs. All work will be done in coordination with the Department's Research and Development Team.

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Section 5: Information Technology

FY 2022 Budget

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

Budget Account	FY 2020 Actual	FY 2021 Enacted	FY 2022 President's Budget
Motor Carrier Safety Operations and Programs	\$56,541	\$83,212	\$72,937
<i>Commodity IT SS WCF</i>	<i>\$11,540</i>	<i>\$4,915</i>	<i>\$5,943</i>
<i>Commodity IT SS WCF IM Fund</i>	<i>\$4,546</i>	<i>\$9,779</i>	<i>\$11,615</i>
<i>FMCSA Programmatic IT</i>	<i>\$9,667</i>	<i>\$29,251</i>	<i>\$23,719</i>
<i>FMCSA Programmatic IT IM Fund</i>	<i>\$30,788</i>	<i>\$39,267</i>	<i>\$31,660</i>
Motor Carrier Safety Grants	\$954	\$954	\$954
<i>FMCSA Programmatic IT</i>	<i>\$954</i>	<i>\$954</i>	<i>\$954</i>
Total	\$57,495	\$84,166	\$73,891

FMCSA requests **\$67 million** in FY 2022 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 Department 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 2022. 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 **\$6 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, directory and messaging services, enterprise licensing, and enterprise dashboards.

FMCSA IT Investments

The following programmatic IT investments will be maintained by FMCSA in FY 2022:

- **Motor Carrier Safety Operations and Programs** – FMCSA requests **\$73 million** to support IT Management, desktop services, server operations, 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 (NR), and NLETS. This funding will also cover cyber compliance and modernization of mission support IT systems and applications. This includes registration, inspection and investigation, compliance and enforcement systems that collect and process required information to meet the FMCSA regulatory mission.

- **Motor Carrier Safety Grants** – FMCSA requests **\$1 million** to accommodate Grant Solutions, HP Support Services, and MCSAP Support Services.

