



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2023

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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**FISCAL YEAR 2023 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

TABLE OF CONTENTS

SECTION 1: Overview

Administrator’s Overview	1
Exhibit 1-A FY2022 FTE/FTP Organization Chart.....	6
Exhibit 1-B FY2023 FTE/FTP Organization Chart.....	7

SECTION 2: Budget Summary Tables

Exhibit II-1 FY 2023 Budget Authority.....	8
Exhibit II-2 FY 2023 Total Budgetary Resources by Appropriation Account	9
Exhibit II-3 FY 2023 Budget Request by DOT Strategic and Organizational Goals	10
Exhibit II-4 FY 2023 Outlays	11
Exhibit II-5 Summary of Requested Funding Changes from Base Motor Carrier Safety Operations and Programs (TF)	12
Exhibit II-5 Summary of Requested Funding Changes from Base Motor Carrier Safety Operations and Programs (GF).....	13
Exhibit II-5 Summary of Requested Funding Changes from Base Motor Carrier Safety Grants (TF)	14
Exhibit II-5 Summary of Requested Funding Changes from Base Motor Carrier Safety Grants (GF).....	15
Exhibit II-6 Working Capital Fund.....	16
Exhibit II-7 Personnel Resource Summary – Total Full Time Equivalents.....	17
Exhibit II-8 Personnel Resource Summary – Full-Time Permanent Positions	18

SECTION 3: Budget Request by Appropriation Account

SECTION 3A: Motor Carrier Safety Operations and Programs

Appropriations Language.....	19
Exhibit III-1 Appropriations Summary by Program Activities.....	20
Exhibit III-1a Summary Analysis of Change from FY 2022 to FY 2023.....	21
Detailed Justification for the Office of Administration (MC-A)	22
Detailed Justification for the Office of the Chief Financial Officer (MC-B)	26
Detailed Justification for the Office of the Chief Technology Officer (MC-I).....	30
Detailed Justification for the Office of Administration (MC-M).....	36
Detailed Justification for the Office of Policy (MC-P).....	41
Detailed Justification for the Office of Research, Technology & Registration (MC-R).....	49
Detailed Justification for the Office of Safety (MC-S).....	55

**FISCAL YEAR 2023 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

TABLE OF CONTENTS

SECTION 3B: Motor Carrier Safety Grants

Appropriations Language.....	58
Exhibit III-1 Appropriation Summary by Program Activities	59
Exhibit III-1a Summary Analysis of Change from FY 2022 to FY 2023.....	60
Detailed Justification for the Motor Carrier Safety Grants Program	61

SECTION 3C: National Motor Carrier Safety Program

Limitation on Obligations	65
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SECTION 4: Research, Development and Technology Exhibits

Exhibit IV-1 Research, Development and Technology (RD&T): Budget Authority	66
Exhibit IV-2 RD&T by DOT Strategic Goals	67
Research and Technology Narrative	68

SECTION 5: Information Technology

Information Technology Budget Narrative	70
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SECTION 6: 10-Year History Tables

Motor Carrier Safety Operations and Programs (069X8159).....	72
Motor Carrier Safety Operations and Programs (GF) (069-2818).....	74
Motor Carrier Safety Grants (069X8158).....	75
Motor Carrier Safety Grants-GF (069-2817).....	77
National Motor Carrier Safety Program (69X8048).....	78
Motor Carrier Safety Program (69X8055).....	80

Section 1: Overview

Section 1 – Administrator’s Overview
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
FISCAL YEAR 2023 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) FY 2023 budget requests **\$874 million** for regulating and providing safety oversight of commercial motor carriers (CMV). In addition to the funding requested in this Budget, the Bipartisan Infrastructure Law (BIL) provides **\$135 million** in advance appropriations, for total anticipated budgetary resources of over **\$1 billion** to help the Agency strive for a crash-free and fully accountable CMV transportation life cycle. This request will allow FMCSA to fulfill the Agency’s Congressionally mandated mission of saving lives by reducing the number and severity of crashes involving large trucks and buses. The Agency performs this mission through education, technology, research, regulation, enforcement, compliance, and financial assistance. The programs and underlying policies authorized by the BIL will provide the resources to strengthen the safety focus needed to reduce crashes and fatalities involving CMVs.

Specifically, FMCSA is requesting the following in contract authority, in line with BIL authorizations:

- **Motor Carrier Safety Operations and Programs: \$367.5 million,**
- **Motor Carrier Safety Grants: \$506.2 million,**

And anticipates the following mandatory supplementary appropriations from the General Fund as specified in BIL:

- **Motor Carrier Safety Operations and Programs: \$10.0 million,**
- **Motor Carrier Safety Grants: \$124.5 million.**

This request facilitates the Administration’s and the Department of Transportation’s priorities of safety, equity, job creation, economic strength, climate change, and transformational investments.

- In carrying out its ***Safety*** mandate, FMCSA embraces and plays a vital role in the Department’s National Roadway Safety Strategy (NRSS)¹. The NRSS sets a vision of zero fatalities on our nation’s roadways, outlines steps USDOT will take to advance towards this goal and lays out specific actions relevant to FMCSA. These specific actions include; (1) developing and implementing research data-driven regulations that prioritize safety; (2) enforces safety regulations focusing on motor carriers that exhibit safety risks; (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 will also continue to gather data through the Large Truck Crash Causal Factors Study (LTCCFS) in order to identify factors contributing to FMCSA reportable large truck crashes (towaway, injury and fatal) and to support the identification of activities and other measures likely to lead to significant reductions in the frequency, severity, and crash rate involving CMVs. Additionally, FMCSA will continue executing its Compliance, Safety, Accountability program and will be working to execute

¹ <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

the Fixing America's Surface Transportation (FAST) Act requirements for a Beyond Compliance program. In FY 2023, FMCSA will continue operating the Crash Preventability Determination Program and will seek to expand the crash types that are eligible for the program. The Office of Safety will focus on investigating household goods carriers and brokers due to the rise in non-compliance, moving fraud, and prospective consumer and safety risks. In addition, in FY 2023, the Office of Safety will implement strategies to improve and strengthen the New Entrant program and will execute strategic outreach to increase industry contacts. The Agency will also encourage State partners to use the Motor Carrier Safety Assistance Program (MCSAP) funds to conduct driver focused inspections and verify drivers are not prohibited from driving per the Agency's Drug and Alcohol Clearinghouse (DACH). In addition, there will be an emphasis on stopping motor carriers that are operating while under an out-of-service order.

- FMCSA will promote transportation ***Equity*** through activities such as identifying regulatory imbalances in enforcement; providing temporary relief from safety requirements, where possible; and continuing to work closely with the two Federal Advisory Committee Act (FACA) committees, Truck Leasing Task Force (TLTF) and Women of Trucking Advisory Board (WOTAB), established to inform truckers on financial arrangements/leases and to address the recruitment, retention, and safety concerns of women in trucking.
- FMCSA will stimulate ***Economic Strength and Global Competitiveness*** by pro-actively working to strengthen America's supply chains, address bottlenecks, and help lower prices for Americans. FMCSA will improve border inspection facilities to assure a free flow of commercial traffic, implement the Safe Driver Apprenticeship Program pilot for under 21 year-old CMV drivers, work to address issues raised by the WOTAB and TLTF FACA committees, and study truck driver compensation and detention time.
- FMCSA will address ***Climate and Sustainability*** through activities that lead to the reduction of greenhouse gas emissions, such as the Certified Highway Speed Inspection program which has the potential to mitigate truck idling time.
- FMCSA will continue to prioritize ***Transformation*** by pursuing programs that prepare for the evolution of technology in the CMV industry, including but not limited to emerging trends in CMV automation. This includes the safe integration of CMV Autonomous Vehicles into the highway system and supporting the Automated Commercial Motor Vehicle Evaluation (ACE) Program, which is a testing program, in partnership with Federal Highway Administration (FHWA), utilizing four research enabled, Level 2 automation capable, tractor-trailers.

FMCSA is confident this budget proposal contains the operational and grant resources needed to continue FMCSA's efforts to protect the traveling public who use our Nation's roadways every day, save lives, and help keep the motor carrier industry safe as it serves the American people.

Motor Carrier Safety Operations and Programs

Motor Carrier Safety Operations and Programs (MCSOP): **\$368 million** is requested for administrative expenses; information technology; and research. The BIL provides an additional **\$10 million** in advance appropriations for administrative expenses. FMCSA will pursue research in technology advancements and vehicle safety equipment standards and will utilize the positive results to effect change through voluntary compliance or rulemaking. For example, research on highly automated commercial vehicles and reviews of industry pilot deployments will promote the safe integration of these vehicles on our Nation's roadways. Additionally, the requested funds will support and broaden effective safety and consumer protection campaigns, such as FMCSA's *Our Roads Our Safety and Protect Your Move*, which are critical now as household goods hostage complaints have significantly increased. Funds will also be used to support targeted enforcement and safety outreach in high crash zones, i.e., work zones, focused on a group of States that account for 50 percent of large truck crashes.

FMCSA will leverage research and information technology (IT) to enhance its climate and equity initiatives and to optimize mission support. These efforts will include staff and resources to ensure equitable enforcement practices and enhanced Title VI reviews of grantees; research on the feasibility of increasing inspection efficiency through the use of electronic vehicle identification, driver identifiers and licenses; development of inspection and crash investigation protocols for automated vehicles (AV) and electronic vehicles (EV); and outreach, education, and coordination with the U.S. Department of Labor to grow paid and registered apprenticeships programs.

FMCSA anticipates sustaining its regulatory development and reform activities in FY 2023. The Agency will continue its focus on research and analysis results to provide a data-driven basis for rulemaking actions to improve safety. Through data-driven regulations, FMCSA raises the safety bar for operating in the truck and bus industry. The Agency will also strive to reduce regulatory burdens on drivers and small businesses to the greatest extent practicable without compromising safety. For example, in FY 2022, the Agency published a Final Rule updating its medical standards to enable healthcare professionals to issue medical certificates to drivers with monocular vision and eliminate the need for these individuals to apply for an exemption from FMCSA. The exemption process is a time-consuming process for drivers and requires that the Agency request public comment via Federal Register notices for each driver. The Final Rule is estimated to provide nearly \$1 million in annualized cost savings for the drivers who currently go through the exemption program. For FY 2023, the Agency anticipates the publication of notices of proposed rulemaking concerning autonomous vehicles and regulatory flexibility in the commercial driver's license application process, and the initiation of new rulemakings concerning the safety fitness determination process, and uniform electronic identification of CMVs.

FMCSA will continue to focus on:

Information Technology (IT) Modernization: FMCSA requests **\$64 million** for information technology and information management in FY 2023. This will allow for continued implementation of FMCSA's multi-year IT modernization plan to reduce the vast number of

individual systems by consolidating onto fewer platforms, according to the general purpose and function of the data' further mature the IT governance process established in FY 2021 and maintain a strategy to mitigate cybersecurity threats. The IT roadmap for FY23 plans to design and develop an authoritative Agency enterprise data management platform that will effectively replace all, current legacy databases and establish a golden record. This single source of truth in the quality, security, and usability of FMCSA data among internal and external stakeholders will significantly improve compliance and enforcement operations through the increased availability of high-quality data and information. Additionally, the IT roadmap will complete the development of the new FMCSA Inspection Platform, SAFESpect, providing an all-in-one roadside inspection capability, as well as add the investigation capabilities onto the same platform. And finally, FMCSA will complete the development of the agency's new Registration Platform, effectively consolidating all legacy FMCSA registration capabilities into a single IT platform.

Research & Technology (R&T): FMCSA requests **\$14 million** to perform research, as outlined in the Annual Modal Research Plan (AMRP). Such research activities include:

- Working with State partners to improve the quality and consistency of reported CMV crash data and carry out the LTCCFS.
- FMCSA will enable the model deployment of the Commercial Vehicle Safety Alliance (CVSA) certified Level VIII in-motion electronic inspections. Leveraging this technology will maximize the efficiency of roadside interventions to check regulatory compliance. In addition, this in-motion electronic inspection will have a positive effect on the environment by reducing the need for CMV's to decelerate, accelerate, and idle unnecessarily, thus reducing greenhouse gas emissions.
- FMCSA is preparing for the next generation of electric vehicles (EVs), including electric CMVs, which have the potential to significantly reduce greenhouse gas emissions. FMCSA plans to conduct research to support the development of future regulations, procedures, and guidance to roadside inspectors regarding inspecting EV trucks and responding to EV crashes.
- FMCSA will continue its research on how to monitor the safety of an autonomous driving system (ADS) enabled CMV without a driver present, while the vehicle is in-motion, as well as how law enforcement will communicate with the ADS vehicle. The research will also include how an ADS vehicle will react to emergency vehicles in compliance with State move-over laws.
- FMCSA will continue to facilitate the adoption of Level 2 and 3 ADAS safety tools and will conduct research into the effectiveness of ADAS tools in preventing CMV-involved crashes. Additionally, FMCSA, in conjunction with National Highway Traffic Safety Administration (NHTSA), will undertake a rulemaking to mandate automatic emergency braking on heavy trucks, in response to the BIL legislation.
- FMCSA will pursue the Safe Integration of CMV Autonomous Vehicles into the highway system and advance the Automated Commercial Motor Vehicle Evaluation (ACE) Program by working to develop national uniform standards for interacting with ADS Level 4 and 5 equipped 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. This will be accomplished through the

rulemaking process to modify our policies and regulations related to emerging ADS operations by commercial trucking fleets.

- FMCSA will study the impact of driver compensation methods on safety and retention, as well as a high-priority pilot program and study to allow employers to establish apprenticeship programs for 18-20-year-old drivers, with a current CDL, to operate in interstate commerce; the Safe Driver Apprenticeship Pilot (SDAP) program. As recommended by the DOT's Office of Inspector General, FMCSA will conduct a project to study the effect of detention time on safety and operations.

Motor Carrier Safety Grants

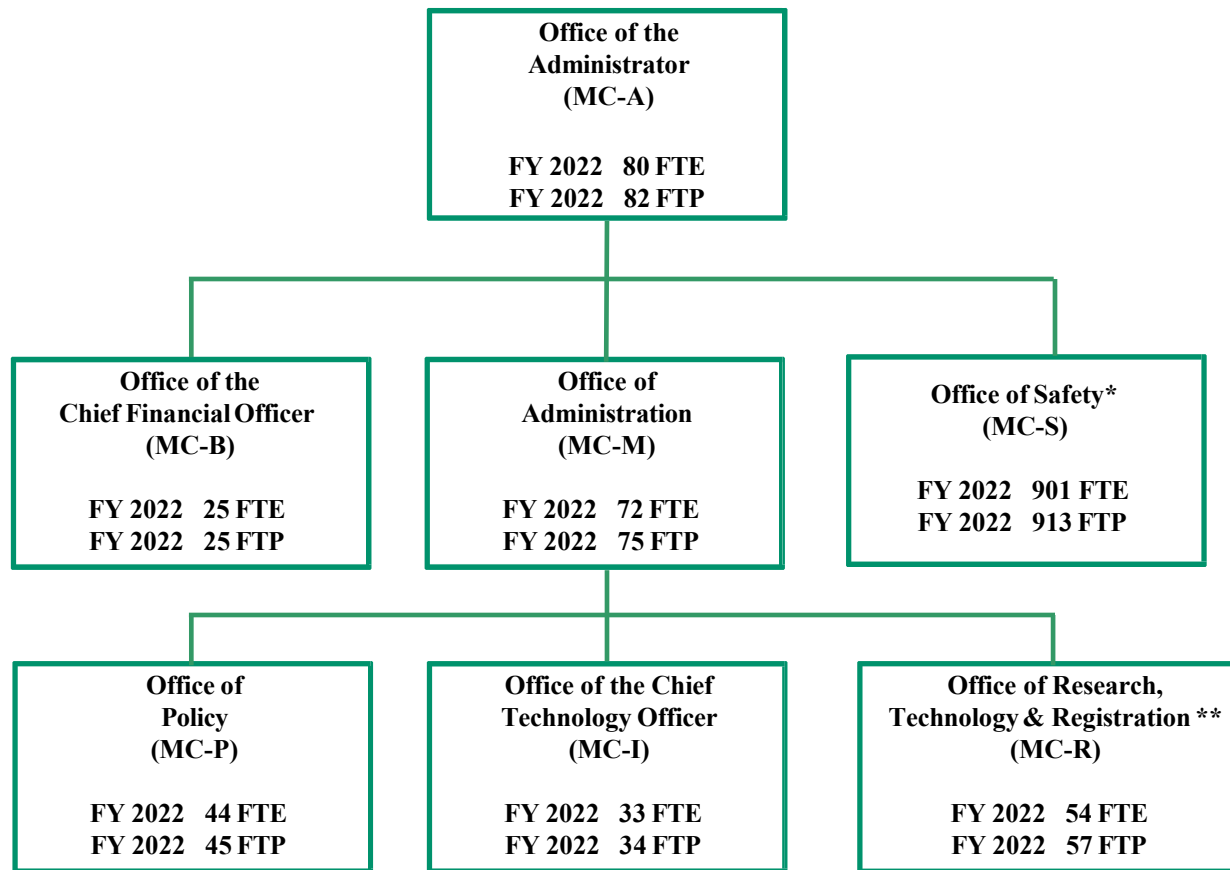
The **\$506.2 million** FMCSA requested for FY 2023 coupled with the **\$124.5 million** BIL advanced appropriations will provide the Agency the capacity to promote compliance and safety nationwide through motor carrier safety grant (MCSG) programs. With oversight of approximately 638,000 motor carrier companies and almost 6.5 million CMVs, FMCSA executes its mission by partnering with State and local agencies, training providers, and other entities to improve CMV safety. Pursuant to the BIL, FMCSA will continue to streamline the Motor Carrier Safety Grants programs to allow for more efficient use of grant funds and provide State partners with increased flexibility to tailor funding requests based on local needs.

FMCSA will seek to expand State enforcement programs to assist in conducting Compliance Reviews of the 72,000 motor carriers that exhibit safety risks. This will require the States to add additional staff, an expansion supported by the projected increase in MCSAP grant funding through BIL. Additional grant funding will be used to initiate highly visible and sustained traffic enforcement against drivers who operate unsafely in areas prone to CMV crashes. In FY 2022, FMCSA established a new grant program, the Commercial Motor Vehicle Enforcement Training & Support Grant Program (CMV-ETS). This grant develops materials for and provides non-Federal employees training and education in CMV inspections, investigations, audits, and traffic enforcement. This grant program is also available to non-profit organizations that have expertise in training and CMV safety-related efforts.

In FY 2023, the Commercial Driver's License Program Implementation (CDLPI) grants will provide significant funding in support of taking actions on a commercial license, as result of a drug and alcohol clearinghouse violations and executing electronic exchange of driver violations. The High Priority grants will continue to provide funding for enforcement and safety initiatives and best practices that can be applied to reduce crashes and improve safety.

FMCSA will focus its grant objectives to support the States' implementation of improved safety programs based on quality data delivered in a secure, complete, and timely manner.

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



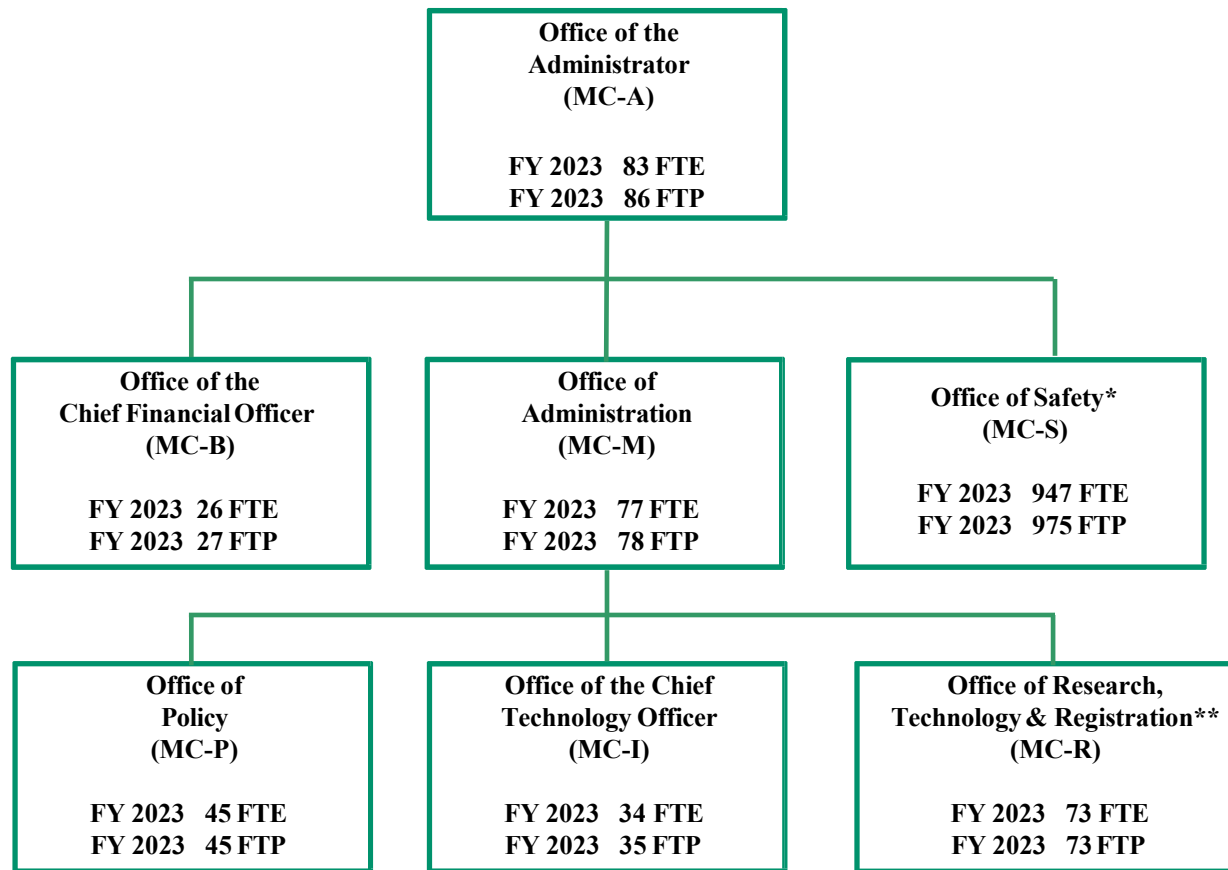
Total FY 2022 FTE Estimate: 1,209 FTE

Total FY 2022 FTP Estimate: 1,231 FTP

* Includes 3 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

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

Exhibit I-B
Federal Motor Carrier Safety Administration
FY 2023 FTE/FTP Organization Chart



Total FY 2023 FTE Estimate: 1,285 FTE

Total FY 2023 FTP Estimate: 1,319 FTP

* Includes 7 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 43 FTE funded with Licensing & Insurance (L & I) collected fees

Section 2: Budget Summary Tables

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EXHIBIT II-1
FY 2023 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
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ACCOUNT NAME	M / D	(A) FY 2021 ENACTED	(B) FY 2022 CR (w/ IIJA Oblim)	(C) FY 2022 ENACTED	(D) FY 2023 PRES. BUDGET
Base Budget:					
Motor Carrier Safety Operations and Programs (TF)					
(Transportation Trust Fund Highway Account)					
Contract Authority (subject to limitation)	M	\$ 288,000	\$ 360,000	\$ 360,000	\$ 367,500
Liquidation on Obligation		\$ (288,000)	\$ (360,000)	\$ (360,000)	\$ (367,500)
Rescissions					
Transfers					
Offsets					
Motor Carrier Safety Grants (TF)					
(Transportation Trust Fund Highway Account)					
Contract Authority (subject to limitation)	M	\$ 387,800	\$ 496,000	\$ 496,000	\$ 506,150
Liquidation on Obligation		\$ (387,800)	\$ (496,000)	\$ (496,000)	\$ (506,150)
Total Base Contract Authority Gross (TF)		\$ 675,800	\$ 856,000	\$ 856,000	\$ 873,650
<i>[Mandatory BA]</i>		\$ 675,800	\$ 856,000	\$ 856,000	\$ 873,650
<i>[Discretionary BA]</i>					
Rescissions					
Transfers					
Offsets					
Total Base Budget (Contract Authority) Net		\$ 675,800	\$ 856,000	\$ 856,000	\$ 873,650
IIJA Supplemental (Division J) (GF)					
Motor Carrier Safety Operations and Programs (GF)	D	\$ -	\$ 134,500	\$ 134,500	\$ 134,500
Motor Carrier Safety Grants (GF)	D	\$ -	\$ 124,500	\$ 124,500	\$ 124,500
Grand Total, All Appropriations		\$ 675,800	\$ 990,500	\$ 990,500	\$ 1,008,150

EXHIBIT II-2
FY 2023 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
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ACCOUNT NAME	M / D	(A) FY 2021 ENACTED	(B) FY 2022 CR (w/ IIJA Oblim)	(C) FY 2022 ENACTED	(D) FY 2023 PRES. BUDGET
Motor Carrier Safety Operations and Programs (TF)	M	\$ 328,143	\$ 360,000	\$ 360,000	\$ 367,500
Operating Expenses		\$ 243,623	\$ 310,593	\$ 310,593	\$ 290,329
Research and Technology		\$ 9,073	\$ 14,073	\$ 14,073	\$ 14,073
Information Technology		\$ 75,447	\$ 35,334	\$ 35,334	\$ 63,098
Rescissions					
Transfers					
Offsets					
Motor Carrier Safety Grants (TF)	M	\$ 419,800	\$ 496,000	\$ 496,000	\$ 506,150
Motor Carrier Safety Assistance Program (MCSAP)		\$ 308,700	\$ 390,500	\$ 390,500	\$ 398,500
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 2,000	\$ 1,100	\$ 1,100	\$ 1,200
High Priority Activities Program (HPAP)		\$ 45,900	\$ 57,600	\$ 57,600	\$ 58,800
Commercial Drivers' License (CDL) Program Implementation Program		\$ 33,200	\$ 41,800	\$ 41,800	\$ 42,650
Large Truck Crash Causal Factors Study (LTCCFS)		\$ 30,000	\$ -	\$ -	\$ -
CMV-Enforcement Training & Support (CMV-ETS)		\$ -	\$ 5,000	\$ 5,000	\$ 5,000
Rescissions					
Transfers					
Offsets					
TOTALS					
Gross New Budgetary Resources		\$ 747,943	\$ 856,000	\$ 856,000	\$ 873,650
Rescissions					
Transfers					
Offsets					
TOTAL BUDGETARY RESOURCES:		\$ 747,943	\$ 856,000	\$ 856,000	\$ 873,650
[Mandatory]		\$ 747,943	\$ 856,000	\$ 856,000	\$ 873,650
[Discretionary]					
[Obligation Limitation]					
IIJA Supplemental (Division J) (GF)		\$ -	\$ 134,500	\$ 134,500	\$ 134,500
Motor Carrier Safety Operations and Programs (GF)		\$ -	\$ 10,000	\$ 10,000	\$ 10,000
Motor Carrier Safety Grants (GF)		\$ -	\$ 124,500	\$ 124,500	\$ 124,500
Grand Total, All Appropriations		\$ 747,943	\$ 990,500	\$ 990,500	\$ 1,008,150

EXHIBIT II-3
FY 2023 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
Appropriations, Obligation Limitation, and Exempt Obligations
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
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	Safety	Economic Strength & Global Competitiveness	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total
Motor Carrier Safety Operations and Programs	\$ 114,779	\$ 378	\$ 1,624	\$ 649	\$ 3,653	\$ 246,417	\$ 367,500
Operating Expenses	\$ 106,598	\$ -	\$ 1,300	\$ -	\$ -	\$ 182,431	\$ 290,329
Research and Technology	\$ 8,181	\$ 378	\$ 324	\$ 649	\$ 3,653	\$ 888	\$ 14,073
Information Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,098	\$ 63,098
Motor Carrier Safety Grants	\$ 457,300	\$ 47,650	\$ 1,200	\$ -	\$ -	\$ -	\$ 506,150
Motor Carrier Safety Assistance Program (MCSAP)	\$ 398,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,500
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ 1,200
High Priority Activities Program (HPAP)	\$ 58,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,800
Commercial Drivers' License (CDL) Program Implementation Program	\$ -	\$ 42,650	\$ -	\$ -	\$ -	\$ -	\$ 42,650
CMV-Enforcement Training & Support (CMV-ETS)	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000
IIJA Supplemental Advance Appropriations	\$ 90,000	\$ 16,000	\$ 2,000	\$ -	\$ 26,500	\$ -	\$ 134,500
Operating Expenses	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Motor Carrier Safety Assistance Program (MCSAP)	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
High Priority Activities Program (HPAP)	\$ -	\$ -	\$ -	\$ -	\$ 26,500	\$ -	\$ 26,500
Commercial Drivers' License (CDL) Program Implementation Program	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ 16,000
TOTALS	\$ 662,079	\$ 64,028	\$ 4,824	\$ 649	\$ 30,153	\$ 246,417	\$ 1,008,150

EXHIBIT II-4
FY 2023 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
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		(A)	(B)	(C)
	<u>M / D</u>	<u>FY 2021 ENACTED</u>	<u>FY 2022 CR (w/ IIJA Oblim)</u>	<u>FY 2023 REQUEST</u>
Motor Carrier Safety		\$ -	\$ -	\$ -
National Motor Carrier Safety Program		\$ -	\$ -	\$ -
Motor Carrier Safety Operations and Program	D	\$ 235	\$ 370	\$ 401
Motor Carrier Safety Grants	D	\$ 332	\$ 411	\$ 486
TOTAL:		<u><u>\$ 567</u></u>	<u><u>\$ 781</u></u>	<u><u>\$ 887</u></u>
IIJA Supplemental (Division J)				
Motor Carrier Safety Operations and Program	M	\$ -	\$ 7	\$ 9
Motor Carrier Safety Grants	M	\$ -	\$ 19	\$ 81
Grand Total, Outlays from all Appropriations		<u><u>\$ 567</u></u>	<u><u>\$ 807</u></u>	<u><u>\$ 977</u></u>
[Mandatory]		\$ -	\$ 26	\$ 90
[Discretionary]		\$ 567	\$ 781	\$ 887

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
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Motor Carrier Safety Operations and Programs (TF) 69-X-8159	Baseline Changes									FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 REQUEST
	FY 2021 ENACTED	FY 2022 CR (with IIJA Oblim)	Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	1096	1179								1179	56	1235
L&I FTE (Offsetting Collection)	19	27								27	16	43
DACH FTE (Offsetting Collection)	0	3								3	4	7
Total FTE	1115	1209								1209	76	1285
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits (S&B)	\$160,098	\$168,841	\$1,140	\$3,224	\$5,864	(\$649)			\$0	\$178,419	\$4,012	\$182,431
Travel	\$7,483	\$5,783							\$116	\$5,899	\$0	\$5,899
Transportation	\$361	\$361							\$7	\$368	\$0	\$368
GSA Rent	\$18,408	\$16,067					(\$708)			\$15,359		\$15,359
Communications, & Utilities	\$257	\$300							\$6	\$306	\$0	\$306
Printing	\$303	\$350							\$7	\$357	\$0	\$357
Contracts	\$43,464	\$103,250							\$2,065	\$105,315	(\$30,531)	\$74,784
Other Services:												
- WCF	\$7,447	\$8,645						\$255		\$8,900	\$853	\$9,753
- WCF IT	\$4,915	\$5,943						(\$5,943)		\$0	\$0	\$0
Supplies	\$651	\$550							\$11	\$561	\$0	\$561
Equipment	\$236	\$236							\$5	\$241	\$0	\$241
Insurance Claims and Indemnities	\$0	\$267							\$3	\$270	\$0	\$270
Gross New Budgetary Authority	\$243,623	\$310,593	\$1,140	\$3,224	\$5,864	(\$649)	(\$708)	(\$5,688)	\$2,220	\$315,995	(\$25,666)	\$290,329
PROGRAMS												
Research and Technology	\$9,073	\$14,073								\$14,073		\$14,073
Information Technology	\$65,668	\$23,719								\$23,719	\$13,379	\$37,098
- WCF IM	\$9,779	\$11,615						\$5,943		\$17,558	\$8,442	\$26,000
Programs Subtotal	\$84,520	\$49,407						\$5,943		\$55,350	\$21,821	\$77,171
TOTAL	\$328,143	\$360,000	\$1,140	\$3,224	\$5,864	(\$649)	(\$708)	\$255	\$2,220	\$371,345	(\$3,845)	\$367,500

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 (GF) 69-2818 2022/2025	FY 2021 ENACTED	FY 2022 CR (with ILJA Oblim)	Baseline Changes					WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 REQUEST
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent					
PERSONNEL RESOURCES (FTE)										0		0
Direct FTE	0	0								0		0
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Motor Carrier Safety Operations and Programs (Admin Expenses)	\$0	\$10,000								\$10,000		\$10,000
Subtotal	\$0	\$10,000								\$10,000	\$0	\$10,000
TOTAL	\$0	\$10,000								\$10,000	\$0	\$10,000

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 (TF) 69-X-8158	Baseline Changes							Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 REQUEST	
	FY 2021 ENACTED	FY 2022 CR (with ILJA Oblim)	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
PERSONNEL RESOURCES (FTE)										0	0	
Direct FTE	0	0								0	0	
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Motor Carrier Safety Assistance Program (MCSAP)	\$308,700	\$390,500								\$390,500	\$8,000	\$398,500
Commercial Motor Vehicle (CMV) Operator Grant Program	\$2,000	\$1,100								\$1,100	\$100	\$1,200
High Priority Activities Program (HPAP)	\$45,900	\$57,600								\$57,600	\$1,200	\$58,800
Commercial Drivers' License (CDL) Program Implementation Program	\$33,200	\$41,800								\$41,800	\$850	\$42,650
Large Truck Crash Causal Factors Study (LTCCFS)	\$30,000	\$0								\$0	\$0	\$0
CMV-Enforcement Training & Support (CMV-ETS)		\$5,000								\$5,000	\$0	\$5,000
Subtotal	\$419,800	\$496,000								\$496,000	\$10,150	\$506,150
TOTAL	\$419,800	\$496,000								\$496,000	\$10,150	\$506,150

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 (GF)
69-2817 2022/2025

			Baseline Changes									
	FY 2021 ENACTED	FY 2022 CR (with ILJA Oblim)	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 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 REQUEST
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0		0
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Motor Carrier Safety Assistance Program (MCSAP)		\$80,000								\$80,000		\$80,000
Commercial Motor Vehicle (CMV) Operator Grant Program		\$2,000								\$2,000		\$2,000
High Priority Activities Program (HPAP)		\$26,500								\$26,500		\$26,500
Commercial Drivers' License (CDL) Program Implementation Program		\$16,000								\$16,000		\$16,000
Subtotal	\$0	\$124,500								\$124,500	\$0	\$124,500
TOTAL	\$0	\$124,500								\$124,500	\$0	\$124,500

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

	<u>FY 2021 ENACTED</u>	<u>FY 2022 CR (with IIJA Oblim)</u>	<u>FY 2023 PRES. BUDGET</u>
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 22,141	\$ 26,203	\$ 35,753
TOTAL	<u><u>\$ 22,141</u></u>	<u><u>\$ 26,203</u></u>	<u><u>\$ 35,753</u></u>

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

	FY 2021 ACTUAL	FY 2022 CR (with IIJA Oblim)	FY 2023 PRES. BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,096	1,179	1,235
<i>IIJA (non-add)</i>		23	56
<i>Baseline (non-add)</i>		1,156	1,179
SUBTOTAL, DIRECT FUNDED	1,096	1,179	1,235
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct Liscense & Insurance (L & I) Fee Collection*	19	27	43
Direct Drug and Alcohol Clearing House (DACH) Fee Collection**	-	3	7
SUBTOTAL, OTHER	19	30	50
TOTAL FTEs	1,115	1,209	1,285

*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

	<u>FY 2021 ACTUAL</u>	<u>FY 2022 CR (with IIJA Oblim)</u>	<u>FY 2023 PRES. BUDGET</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,096	1,201	1,269
<i>IIJA (non-add)</i>		45	68
<i>Baseline (non-add)</i>		1,156	1,201
SUBTOTAL, DIRECT FUNDED	<u>1,096</u>	<u>1,201</u>	<u>1,269</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct License & Insurance (L & I) Fee Collection*	19	27	43
Direct Drug and Alcohol Clearing House (DACH)			
Fee Collection**	-	3	7
SUBTOTAL, OTHER	<u>19</u>	<u>30</u>	<u>50</u>
TOTAL POSITIONS	<u>1,115</u>	<u>1,231</u>	<u>1,319</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)

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Section 3: Budget Request by Appropriation

Section 3A - Motor Carrier Safety Operations and Programs

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, \$367,500,000, 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 \$367,500,000, for "Motor Carrier Safety Operations and Programs" for fiscal year 2023, of which not less than \$63,098,000, to remain available for obligation until September 30, 2025, is for development, modernization, enhancement, and continued operation and maintenance of information technology and information management, and of which \$14,073,000, to remain available for obligation until September 30, 2025, is for the research and technology program.

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EXHIBIT III-1
Motor Carrier Safety Operations and Program (69-X-8159) (69-2818 2022/2025)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUDGET
Operating Expenses (TF)	\$ 243,623	\$ 310,593	\$ 290,329
Research and Technology (TF)	\$ 9,073	\$ 14,073	\$ 14,073
Information Technology (TF)	\$ 75,447	\$ 35,334	\$ 63,098
TOTAL, Base appropriations	\$ 328,143	\$ 360,000	\$ 367,500
FTEs			
Direct Funded	1,129	1,179	1,235
Direct L&I Fee Collection	27	27	43
Direct DACH Collection	-	3	7
IIJA Supplemental Advance Appropriations			
Operating Expenses (GF)	\$ -	\$ 10,000	\$ 10,000
TOTAL, Supplemental appropriations	\$ -	\$ 10,000	\$ 10,000
TOTAL	\$ 328,143	\$ 370,000	\$ 377,500

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. FMCSA will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers, and service providers from operation. Funding supports Nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods; and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology with a focus on research regarding automated vehicles and related technology, and information technology's information management, safety outreach, and education.

EXHIBIT III-1a
Motor Carrier Safety Operations and Program (69-X-8159) (69-2818 2022/2025)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2022 CR	<u>\$360,000</u>	<u>1,209</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$1,140	
Annualization of new FY 2022 FTE	\$3,224	
FY 2023 Pay Raises	\$5,864	
Adjustment for Compensable Days (260)	(\$649)	
GSA Rent	(\$708)	
Working Capital Fund	\$255	
Inflation and other adjustments to base	\$2,220	
SUBTOTAL, ADJUSTMENTS TO BASE	\$11,345	1209
PROGRAM REDUCTIONS		
SUBTOTAL, PROGRAM REDUCTIONS	\$0	0
PROGRAM INCREASES		
Salaries & Benefits	\$4,012	76
Travel		
Contracts	(\$30,531)	
Working Capital Fund	\$853	
Research & Technology		
Information Technology	\$21,821	
SUBTOTAL, PROGRAM INCREASES	(\$3,845)	76
FY 2023 REQUEST	\$367,500	1,285
Supplemental Appropriations	\$10,000	
TOTAL	\$377,500	1,285

Detailed Justification for the Office of the Administrator (MC-A)

FY 2023 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$11,497	\$11,457	\$12,261	\$804
Program Costs	\$5,462	\$9,923	\$9,171	(\$751)
Total	\$16,959	\$21,379	\$21,432	\$53
FTE	82	80	83	3

What is this program and what does this funding level support?

FMCSA requests **\$21 million** and **83 FTE** to support the Office of the Administrator in FY 2023. The Office of the Administrator contains the key leadership positions within FMCSA, including the Administrator, Deputy Administrator, Office of the Executive Director / Chief Safety Officer, Office of Chief Counsel, Office of Civil Rights, Office of the Government Affairs, Office of External Affairs, and Executive Secretariat. The Administrator provides executive direction for the FMCSA headquarters and field offices and is directly accountable to the Secretary and Deputy Secretary of the Department of Transportation for a successful mission and program accomplishments. The Administrator advises the Secretary on all commercial motor vehicle (CMV) safety matters and leads efforts in economic growth, climate solutions, fair and equitable compliance investigations, and CMV contributions to America's supply chain. The Office of the Administrator represents FMCSA and promotes the agency's safety-first mission within the Department and with other Federal agencies, the legislative branch, all stakeholders, and State and industry partners.

The Office of the Administrator's staff work across the Agency to ensure success in key focus areas of prioritizing safety, modernizing FMCSA's IT, enabling new technology, reducing regulatory burden, and increasing government efficiency. The Office of the Administrator's staff monitors Agency activities to ensure business processes are effective and focuses on opportunities to improve the organization's operations.

Office of Chief Counsel

The Office of the Chief Counsel provides legal services for all aspects of FMCSA programs and functions, including the development of CMV and highway safety regulations, efficient and effective enforcement of safety regulations, equitable and speedy administrative review of alleged violations, oversight of grant funding, and ensuring equity in contracting, personnel, and employment decision making. This office consists of four divisions and also provides technical and substantive feedback on legislation and develops clear guidance documents for regulated entities to encourage compliance.

The Office's Regulatory and Legislative Affairs Division reviews current and proposed regulations to evaluate safety effectiveness, assess compliance with administrative procedural requirements, and ensure that rules are data driven, cost-effective, equitable, and compliant with the National Environmental Policy Act and other applicable statutes. The attorneys also review Agency guidance to ensure that it aligns with regulatory goals and encourages compliance. Their legal reviews confirm that FMCSA's regulatory actions complement the strategic priorities of Executive Orders and account for Administration initiatives supporting equity considerations, economic growth and inclusion, and pandemic responses and recovery. In furtherance of enterprise risk management goals, these attorneys communicate to FMCSA's Federal, State, and industry partners the Agency's regulatory vision for highway safety. Their work also includes technical assistance to Congressional committees and individual members of Congress in the development and review of legislation affecting Agency authorizations and safety oversight.

The Enforcement and Litigation Division delivers legal services to multiple program offices regarding compliance and enforcement issues and prosecutes regulatory violations to ensure motor carrier safety and resiliency in the commercial transportation system. These attorneys also defend enforcement decisions, final rules, and other agency actions in Federal court. In coordination with the Office of the Secretary of Transportation (OST), the Division is responsible for shaping the legal framework to adopt innovative transportation technologies to improve safety, ensure the resilience of the transportation system, and promote sustained economic growth.

Adjudication attorneys perform administrative reviews of safety rating petitions, civil penalty cases, imminent hazard out-of-service orders, operating authority registration denials, record consolidation orders, and other matters based on alleged regulatory violations to ensure that motor carriers receive equitable substantive and procedural due process when challenging an enforcement action.

General Law Division attorneys provide advice and counsel to program offices on contracting, employment, ethics, privacy, tort litigation, fiscal oversight, and grants. With over half of the FMCSA's annual budget allocated to grants, the Office of Chief Counsel, reviews grant documents annually to ensure that grant funds are spent in accordance with Congressional intent and that there is no waste, fraud, or abuse of Federal funding.

Office of Civil Rights

FMCSA is committed to equal opportunity, diversity, inclusion, and accessibility to accomplish the agency's mission to prevent all injuries and fatalities involving large trucks and buses by reducing crashes. FMCSA is also committed to providing a discrimination and harassment free workplace, as it strives to become a model Equal Employment Opportunity program, and a more diverse and inclusive place to work.

The Office of Civil Rights (OCR) is responsible for: overall executive planning, direction, and control of a national program of civil rights including equal employment opportunity, equal opportunity programs, diversity, equity, inclusion, and accessibility. This program also includes the formulation and implementation of policy and program objectives, evaluation, and modification of program activities to achieve program goals and provide leadership, policy and program direction and guidance to Federal, State, metropolitan and local governments, and private groups and organizations.

In FY 23, the OCR will continue to provide technical advice and guidance on civil rights matters to FMCSA grant recipients and ensure that they comply with applicable civil rights laws and regulations.

Office of Government Affairs

The Office of Government Affairs is responsible for the development and coordination of Congressional briefings, coordinating technical assistance across the agency, and hearing preparation within FMCSA and the Department. This office serves as FMCSA's liaison between the Agency and Congress, other Executive Branch agencies, State, and local governments, and the CMV industry on agency programs, policies, rulemaking, and other initiatives.

Office of External Affairs

The Office of External Affairs will continue to provide leadership to broaden and strengthen interactions with stakeholders and the public to foster creative solutions to achieve common goals to improve highway safety, save lives, and reduce crashes involving large trucks and buses. Under External Affairs, the Office of Outreach and Education will help FMCSA strengthen its position as a champion of CMV safety by continuing its partnership with industry and safety groups and educating the public about driving safely around commercial motor vehicles. The office will provide an educational component to high-visibility traffic enforcement initiatives, such as *SafeDRIVE* and *Together, Make I-81 Safer*, through strategic media placements and outreach efforts that target both CMV and passenger vehicle drivers.

Advertisements will direct traffic to the *Our Roads, Our Safety* website² which provides communication tools and safe driving resources to be shared by State and local partners, as well as the public. The Office of Outreach and Education will continue the consumer moving fraud prevention outreach campaign “*Protect Your Move*” to inform the public about illegal business practices by dishonest moving companies and brokers and educate them on resources to protect themselves from deceitful activities.

Outreach’s activities are strategically coordinated with cross-agency safety initiatives through external and internal integrated marketing campaigns, paid media, social media, conferences, educational materials, exhibits, videos, websites, and publications. Specifically, FMCSA and NHTSA partner to increase safety belt usage among passenger vehicles and large trucks and buses.

Increased emphasis will be on engaging the FMCSA field offices to help leverage State resources and generate greater awareness of FMCSA’s grant programs to increase diversity and equity among applicants and awardees. Outreach will expand the work zone awareness program to a nationwide safety awareness effort. In addition, a national safety belt campaign will be developed and implemented to raise awareness among CMV drivers about the importance of wearing a safety belt while driving a commercial motor vehicle.

What benefits will be provided to the American public through this request and why is this program necessary?

The Office of the Administrator provides strategic program management and mission support for the entire agency, coordinating with senior leadership to maintain a proactive mission-centric organization. This enables FMCSA to prioritize projects, track safety metrics and manage resources that support the agency in fulfilling its mission efficiently and effectively. The public benefits from the safety programs employed at FMCSA and collaborative stakeholder engagement so that safety is a shared priority of Federal, State, local governments, and industry.

The Office of Chief Counsel is critical to ensuring that the agency’s programs not only improve public safety and consumer protection but do so through legally supportable processes. Legal support of the agency’s regulatory and legislative affairs program areas ensures that regulations are legally defensible, consistent with statutory authority and FMCSA’s safety mission, cost-effective, non-duplicative, and minimally burdensome to regulated entities. The commercial motor carrier industry will benefit from significantly reduced regulatory requirements and paperwork burden and clarified guidance.

² Our Roads, Our Safety website: <https://www.fmcsa.dot.gov/ourroads>

Detailed Justification for the Office of the Chief Financial Officer (MC-B)

FY 2023 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$3,365	\$3,580	\$3,841	\$260
Program Costs	\$6,021	\$9,923	\$9,171	(\$751)
Total	\$9,386	\$13,503	\$13,012	(\$491)
FTE	24	25	26	1

What is this program and what does this funding level support?

FMCSA requests **\$13 million** and **26 FTE** to fund the Office of the Chief Financial Officer (OCFO) in FY 2023. The OCFO responsibilities are set forth in various statutes, regulations, and executive orders, including the CFO Act of 1990, and OMB Circular A-11, *Preparation, Submission, and Execution of The Budget*. The OCFO ensures that the FMCSA adheres to the appropriations levels set by Congress while executing the agency's statutory mandates and other mission-critical programs. This office is FMCSA's primary liaison with the Office of Management and Budget (OMB), as well as with Congressional staff members of the House and Senate Appropriations and Budget committees for formulation and execution of the agency's budget. It provides financial operational support, fiduciary accounting and reporting for Federal funds, and timely and accurate management information in support of the mission. It also ensures compliance with financial statutes, laws, regulations, and standards as set forth by external and internal governance bodies and stakeholders; aligns and integrates financial systems and processes; and provides assurance that financial accountability, credibility, and integrity are maintained.

The OCFO's mission directly supports the FMCSA's strategic mission through strong financial operations, coupled with transparency and accountability, to enhance communications with internal and external stakeholders, and execute mission enabling support services to meet emerging challenges in concert with maintaining a dedicated workforce. These functions provide a disciplined process to ensure effective, efficient, and timely FMCSA operations. OCFO develops and oversees the execution of policies and procedures that account for, and control, financial and human resources, support continuous performance improvement, ensure, and support the identification and mitigation of risk, leverage emerging technologies, promote

innovation, measure outcomes, and recognize individual and group performance through financial incentives. Through critical OCFO services, FMCSA can fulfill its mandate to prevent all injuries and fatalities involving large trucks and buses by reducing crashes.

In FY 2023, the OCFO will continue its collaboration with OST to fully participate in the following initiatives: preparation, execution, and operation of administrative functions under the Department's Shared Services program; final analysis and close-out of long-term open grants and reports, as previously required by the since expired Grant Oversight & New Efficiency Act (GONE Act); reporting of obligations for the Digital Accountability and Transparency Act (DATA Act) to make financial information more complete, trackable and usable; E-Invoicing implementation to streamline payment processes and support compliance for the Payment Integrity Information Act of 2019 requirements; G-Invoicing for transactions and establishment of better accounting financial reporting either through the Oracle Business Intelligence Enterprise Edition or other available mechanisms to enhance financial management reconciliation and reporting activities.

More than half (57%) of the overall FMCSA funding directly supports States and FMCSA safety partners through formula and discretionary grant programs. The grant process requires FMCSA to sustain resources for a comprehensive grants system, to incorporate recipient information and data management of the full grants life cycle – pre-award, award, monitor, manage, close-out, and audit. The detailed technical work of the Grant Management Office within the OCFO adheres to all Federal regulations in its grants process and ensures that the proposed Grants budget request of \$631 million distributed by FMCSA through formula and discretionary grants properly support base programs and other innovative solutions that result in fewer crashes and greater safety. FMCSA grants resource activities are carried out in each of the 50 States and U.S. territories, the District of Columbia, and Puerto Rico. The grants program is among FMCSA's highest priorities and requires continued focus on employee expertise, process improvements, and grant reporting, to include both financial and performance.

Working with the Office of the Chief Technology Officer (OCTO), the OCFO provides program requirements and general oversight over the use of financial data through the Agency's Resource Management Tool (RMT), one of several management dashboards using a data visualization platform. RMT supports greater transparency and provides a tool for analysis, data discovery, and risk mitigation. By using the tool, organizational leaders can target resources toward their greatest needs and maximize return on investment. OCFO oversees the use and availability of on-demand updates to FMCSA obligation rates and ensures that leadership is receiving information to monitor mission spending during the full budget execution cycle to promote strong funds management. The FY 2023 budget moves the IT development funds for data visualization from OCFO to the OCTO. This way, OCTO can realize cost savings by taking advantage of the Department's shared security and data storage platforms, while expanding the

use of visualization dashboards to other agency-wide requirements. Visualization tools support data-driven decision-making across the agency and will be a key factor in OCFO's plans to pursue more refined cost estimating; provide greater transparency for spending; and support agency leadership risk management activities by mapping resources to program outputs and results.

The OCFO creates efficiency in its finance and accounting activities by sustaining resources for a common accounting system and processes all financial transactions through the Federal Aviation Administration's Enterprise Service Center (ESC) in Oklahoma City, OK. Using the Delphi Financial Systems, FMCSA's accounting system of record, and collaborating with the ESC, the OCFO produces financial statements; acts as audit liaison for financial reporting activities; reviews/audits, records, analyzes, and reconciles accounts payable and accounts receivable financial transactions; and provides oversight of the Agency's travel card and travel management program, as well as the e-Travel system. Properly aligning transactional information to address program office needs is the cornerstone of OCFO operations and requires continuous outreach and customer assistance across the agency.

OMB Circular A-123, *Management's Responsibility for Enterprise Risk Management and Internal Control*, and the CFO Act of 1990 direct federal agencies to have an internal control program that initially focused on controls for financial reporting, but now encompasses reviewing managers' internal controls over all critical processes across the Agency. A managers' internal controls program is important for all managers to assure leadership that functions that they perform, are efficient and within legal and regulatory confines. Through the joint effort of managers, OCFO, and agency leadership, the consistent review of internal controls and processes provide reliable, internal/external reporting and ensure compliance with applicable laws and regulations.

In concert with the A-123 internal control reviews, the OCFO will continue to work with the Department to operationalize FMCSA's Enterprise Risk Management (ERM) framework to identify, prioritize, and manage a broad spectrum of risks, including challenges and opportunities, into an enterprise-wide, strategically aligned portfolio to accomplish strategic initiatives, sustain operations, and achieve mission objectives and goals.

What benefits will be provided to the American public through this request and why is this program necessary?

The OCFO is responsible for providing oversight and stewardship of American tax dollars invested in FMCSA's programs and operations. The sustained resources and efforts of the OCFO provides audit-ready financial data made available through "E-Gov" initiatives across government and through other reporting methods that become available to the public for

transparency and accountability. The resources to provide financial systems and experienced personnel directly improve FMCSA's ability to review program performance and provide assurance to the public that federal resources are effectively managed. OCFO's effort to promote accountability through the implementation of the GONE Act, data analysis using Resource Management Tool (RMT), effective managers' internal control program and development of the ERM framework, are examples of FMCSA's dedication to transparent government with a goal towards safe operation of the motor carrier industry and the safety of the American public.

Detailed Justification for the Office of the Chief Technology Officer (MC-I)

FY 2023 – General Operating Expenses and Information Management – Budget Request

(\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$3,225	\$4,726	\$5,022	\$297
Program Costs	\$10,223	\$26,933	\$2,158	(\$24,775)
Information Management	\$75,447	\$35,334	\$63,098	\$27,764
Total	\$88,895	\$66,993	\$70,278	\$3,286
FTE	23	33	34	1

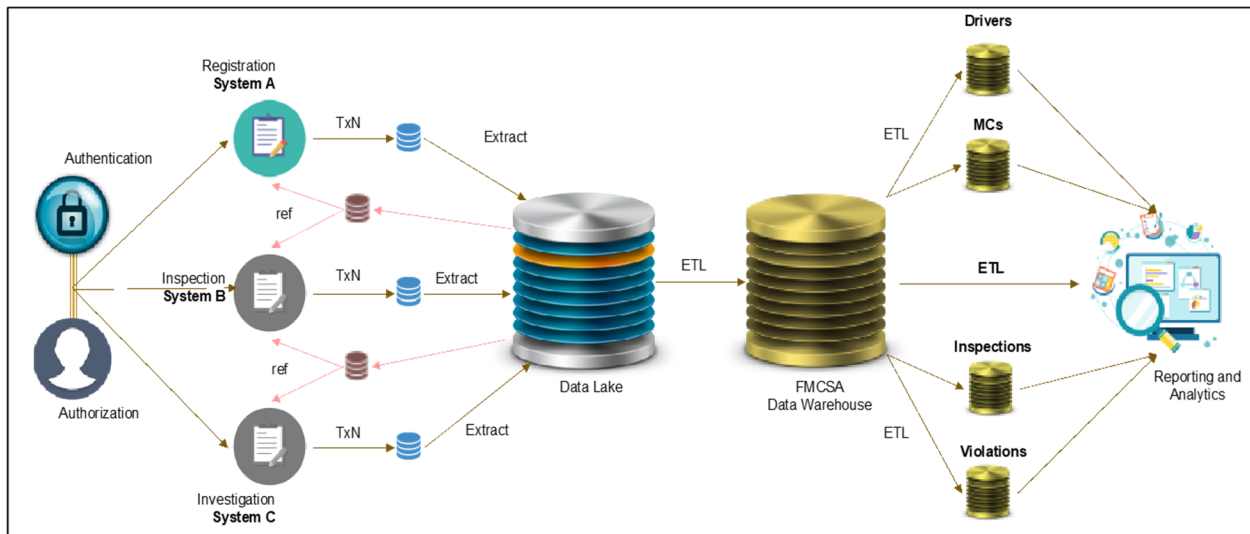
What is this program and what does this funding level support?

FMCSA requests **\$70 million** and **34 FTE** to fund the Office of the Chief Technology Officer (MC-I) in FY 2023, supporting its safety and regulatory programs. The requested funding level also supports the Department's initiative to continue to transform and centrally consolidate the management of certain commodity information technology (IT) solutions. With MC-I leading the effort for all FMCSA software development, there are increased opportunities to leverage the same foundational development for multiple applications, optimize the Agency's IT operating model and instill effective governance mechanisms. Through this approach, MC-I will maintain its current momentum and business support for modernization initiatives on shorter cycle-times.

MC-I coordinates with the Department's Chief Information Officer (OCIO) to leverage the Departmental Cybersecurity Program, ensure implementation of information privacy protections, and utilize the IT infrastructure that houses all FMCSA IT applications, which serves as enablers behind FMCSA achievement of its mission to prevent all injuries and fatalities involving large trucks and buses by reducing crashes. The IT applications perform the essential function of providing real-time data access to the enforcement community, industry, stakeholders, and the public in support of FMCSA's mission. MC-I supports a highly mobile workforce by ensuring that inspectors have the tools, technology, and mobile infrastructure necessary to perform their duties when unsafe carriers are detected on our roadways.

Data is the critical commodity, and effective data management and IT applications for our employees across the country are at the core of FMCSA. To improve upon our safety mission in

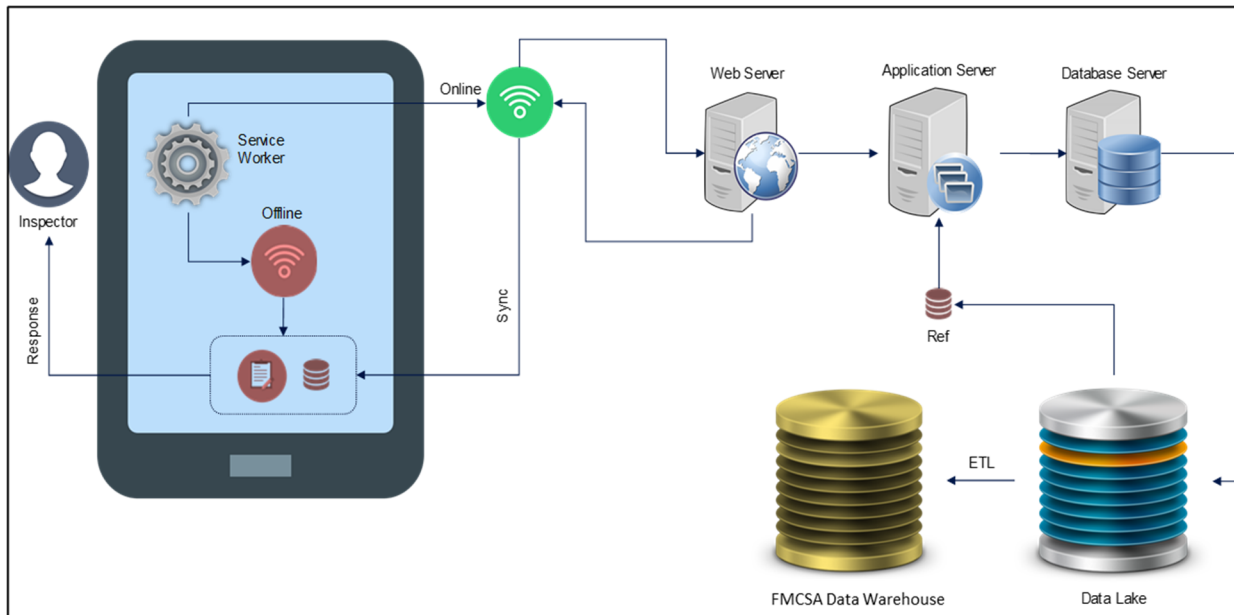
FY22, MC-I initiated the execution of a multi-year project to develop an authoritative FMCSA data platform that will establish a golden record of FMCSA data, a single source of truth in quality, security, and usability of FMCSA data for internal and external stakeholders.



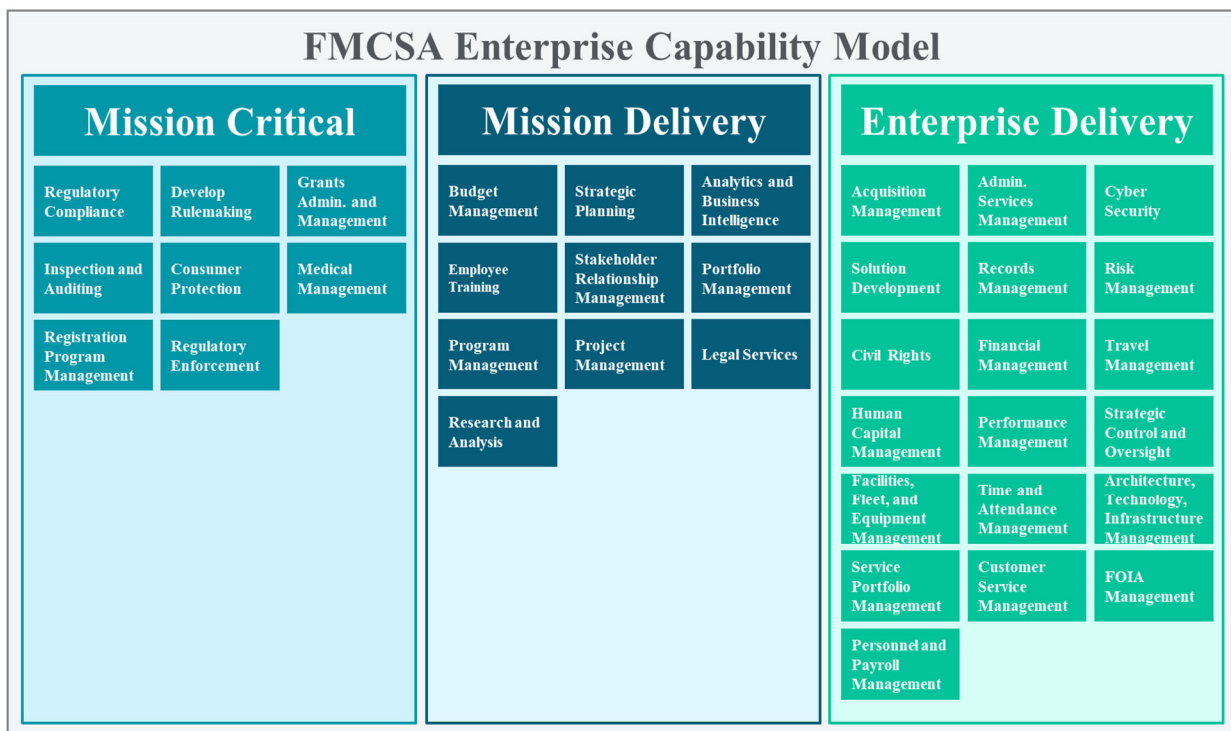
This new FMCSA data platform is designed and will be optimized to meet the FMCSA mission; appropriately replace the current legacy database that was grandfathered from FHWA; and ensure all FMCSA data will be easily stored, accessed, managed, modified, updated, controlled, and organized.

FMCSA will continue the development of this data enterprise platform in FY 2023 to enable efficient data storage, exchange, and analysis for significantly improving the Agency's registration, inspection, compliance, and enforcement of mission functions. The FMCSA data platform modernization will also streamline data exchanges between mission systems and eliminate redundant capabilities currently delivered by a multitude of other legacy data structures implemented solely for information sharing between systems.

MC-I will continue its' direct support of roadside inspections. MC-I has started the development of a new FMCSA inspection platform, which reduces the number of individual roadside applications by consolidating all capabilities onto a single platform. Unlike its predecessor applications, the Agency's new device agnostic digital inspection toolkit is optimized for use on smartphones, tablets, and laptops. Furthermore, this inspection platform can be used in either online or offline mode, significantly increasing safety inspector effectiveness and efficiency.



In FY 2023, MC-I will continue to push the envelope on this platform. Exemplifying its approach of leveraging the same foundational development for multiple applications, MC-I has identified an opportunity to expanding the inspection platform toolkit to consolidate all investigation capabilities as well. This will extend the same, truly transformative capabilities for both safety inspections and investigations.



In FY21, MC-I developed an initial Enterprise Capability Model, informed by multiple workshops, to identify duplicative business functions within FMCSA. This model separates FMCSA business functions applicable to FMCSA: *Mission Critical*, functions unique to FMCSA's mission; *Enterprise Delivery*, generic functions that each DOT Operating Administration has and that should be planning for transition to the Department's maturing IT Shared Services; and *Mission Delivery*, a mix of the two at a high level. This initial groundwork, for identifying the IT work that is the responsibility of FMCSA, continues to ensure alignment between MC-I, FMCSA program offices, and the Department's OCIO, to deliver a consistent enterprise vision for how capabilities, information, and technology solutions will work together.

The Agency's ability to deliver expected program oversight, data analysis, and reporting requirements will be limited if FMCSA's legacy systems do not meet current or emerging business needs. Therefore, FMCSA must complete the modernization of its safety, registration, and administrative platforms through the implementation of its IT modernization plan, as well as continue the transformation of FMCSA IT into an office that focuses on innovating technology solutions that bring value to Agency's mission in a speed-to-market fashion. In FY 2023, MC-I will continue to increase its pace in operationally executing its IT modernization plan, as well as fulfilling its additional IT governance roles and responsibilities, in order to appropriately sustain the intent of the Federal Information Technology Acquisition Reform Act (FITARA) and the recommendations set forth in the GAO-17-488 Report, "*Federal Motor Carrier Safety Administration Needs to Strengthen Its Strategic Planning and Oversight to Modernize Legacy Systems.*"

In FY 2023, MC-I will also continue efforts to strengthen its information and quality assurance programs. MC-I is responsible for coordinating the selection of appropriate security controls and assurance requirements for organizational information systems to achieve adequate security for FMCSA's multifaceted information assets using a risk-based approach involving management and operational personnel within the organization. Working with the Department, FMCSA will apply baseline security controls, including firewalls, monitor software, provide role-based information security training, and implement other security measures as specified in the FMCSA IT Security Plan. MC-I will deliver quality applications by defining and measuring quality; testing to determine whether they meet these standards; assessing risks; and reevaluating standards. If FMCSA does not deliver high quality, maintained, and secured information systems, then FMCSA's enforcement and registry data risk being compromised, which will adversely impact FMCSA's safety programs and relationships with Federal, State, and industry partners.

The following provides an overview of investments, projects, and activities that MC-I will continue to support in FY 2023:

- **Commodity IT Shared Services through the Working Capital Fund (WCF):** The Department's OCIO will continue to provide commodity IT shared services to FMCSA in FY 2023. FMCSA's share is based on actual commodity IT consumption in prior years as well as planned future consumption. OST OCIO will only charge FMCSA for services rendered.
- **Motor Carrier Safety Grants:** MC-I supports all the FMCSA Grants Solutions programs as well as sustains the FMCSA Commercial Vehicle Safety Plan (CVSP) online tool, named eCVSP, which helps ensure that States satisfy the CVSP requirements in 49 CFR § 350.213, and expedites FMCSA's associated regulatory process.
- **New Registration Platform:** MC-I and the Office of Registration and Safety Information will complete the development of the new, on-line registration platform by using funds collected for registration and licensing programs. The new registration platform will consolidate all of the former legacy registration capabilities onto a single registration IT platform, streamline FMCSA registration into a single process, and serve as a clearinghouse of information on all entities regulated by the Agency, including motor carriers, brokers, freight forwarders, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants/holders, and cargo tank manufacturing and repair facilities.
- **New Inspection and Investigation Platform:** Completion of the development of the new, on-line inspection and investigation platform will ably replace the legacy Aspen inspection application and other dependent applications and develop device independent web and mobile interfaces to that will assist FMCSA and its State partners to perform inspections and investigations. In this manner, FMCSA intends to achieve the greatest safety benefit through easier identification of high-risk carriers, drivers, and unsafe vehicles.
- **New Data Platform:** New data platform will replace the current, obsolete Motor Carrier Management Information System (MCMIS) and other data storage systems and establish authoritative data sources. This platform will enable FMCSA users to have easy and appropriate access to external information required for decision-making, as well as enable agencies and the public to use shareable FMCSA data for independent analysis.

What benefits will be provided to the American public through this request and why is this program necessary?

MC-I provides benefits to the American public by innovatively delivering services, dynamically responding to evolving IT requirements, and tightly integrating its business processes. MC-I's dedication to collaborate with OST OCIO across the Department, and down to the individual FMCSA field offices nationwide, promotes IT platforms that provide FMCSA and employers the necessary tools to meet the safety mission while improving performance, security, reliability, and availability of FMCSA's and DOT's network and services.

Detailed Justification for the Office of Administration (MC-M)

FY 2023 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$9,534	\$10,311	\$11,374	\$1,063
Program Costs	\$30,594	\$53,866	\$46,396	(\$7,470)
Total	\$40,128	\$64,177	\$57,770	(\$6,406)
FTE	68	72	77	5

What is this program and what does this funding level support?

FMCSA requests **\$58 million** and **77 FTE** to fund the Office of Administration (MC-M) in FY 2023. MC-M provides the infrastructure and administrative services required to support FMCSA's ability to carry out its safety mission. The Office of Administration supports the safety and regulatory reform priorities by providing facilities, acquisition support, security, emergency preparedness, and human resources services for the entire agency. It also supports innovation priorities through development of inventive methods to deliver staff training and other services that improve effectiveness and efficiency. The Office of Administration includes four major program services: Acquisitions, Human Resources, Emergency Preparedness and Security, and Management and Information Services.

Office of Acquisitions Management

The FMCSA's Office of Acquisitions Management (OAM) exercises its contracting authority to obtain products and services that sustain FMCSA's infrastructure and support its mission to prevent all injuries and fatalities involving large trucks and buses by reducing crashes through various program initiatives. OAM is responsible for the solicitation, award, administration, and closeout of all contracts, inter- and intra-agency agreements, and simplified acquisitions that support activities within FMCSA.

OAM provides direction and guidance on procurement policies, regulations, and standards for FMCSA. OAM is responsible for supporting the Department's category management and small business procurement goals. Category management enables the Department to operate more efficiently by organizing products and services into logical groupings to buy more like a single enterprise and reduces contract administration costs by eliminating duplicative contracts and streamlining the procurement workflow. Small business targeting

directs a percentage of Federal contract and subcontract dollars to small businesses.

In addition, OAM is responsible for FMCSA's Purchase Card and Acquisition Workforce Career Development Programs. The FMCSA purchase card program streamlines payment procedures and reduces the administrative burden associated with purchasing supplies and services, while the Acquisition Workforce Career Development Program cultivates a proficient and professional acquisition workforce.

Overall, OAM aids MC-M to: standardize internal controls throughout the purchase card and procurement processes; provide acquisitions staff continuous professional development in accordance with the Federal Acquisition Certification in Contracting (FAC-C); maintain warrant authority for senior contract specialists; and provide administrative oversight and certification guidance for FMCSA's Contracting Officer Representatives (COR) and Program/Project Managers (PM) to ensure proper contract oversight and maximum value for its contract funding.

Office of Human Resources

The Human Resources (HR) Division provides direct services to over 1,100 FMCSA employees around the country, processing more than 200 general personnel actions per year in addition to new hire and corrective actions. Our current servicing ratio of 1:183 HR specialists to employees is significantly higher than the average Federal servicing ratio of 1:125. DOT moved into a shared service environment in FY 2021 and HR specialists are now required to perform the full realm of human resources, to include management advisory, strategic sourcing, recruitment, staffing, classification, performance management, employee, and labor relations, etc. BIL provides additional funding to support increased human resource personnel. Increased resources ensure FMCSA's capacity to recruit, engage, and retain the best qualified employees, develop future leaders, and maintain a high performing workforce that is effective in accomplishing FMCSA's safety mission. With more than 24% of the FMCSA workforce eligible to retire in the next three years, HR continues a high level of service focused on building and retaining a high-performance workforce.

The Agency also uses a shared service Executive Agent for the announcement of positions and analysis of applications to obtain efficiencies. Planned achievements in FY 2022 include implementation of an improved hiring process by refining recently established standardized recruitment protocols nationwide, utilizing new position and vacancy tracking systems and imposing new tools for tracking FTEs across the Agency. In FY 2023, FMCSA plans to improve on under-utilized manual systems with automated solutions for analyzing workforce trends and forecasting; and establish a quality control team for all HR transactions. FMCSA will continue to identify workforce competency gaps and address them through focused recruitment, training, and succession strategies to ensure that we will have the capacity to meet operational, compliance, and strategic safety program goals.

Emergency Preparedness and Security Services

The Office of Emergency Preparedness and Security Services is committed to ongoing process improvement to ensure efficiency and accuracy. Under Homeland Security Presidential Directive (HSPD-12), which is a strategic initiative intended to enhance security, increase Government efficiency, reduce identity fraud, and protect personal privacy, this office provides the American public with a quality service while supporting the safety mission of FMCSA.

The Emergency Preparedness and Security Services team responds to approximately 450 personnel security reviews annually. MC-M sustains critical emergency preparedness and security services providing a full range of security services to FMCSA employees (Federal and contractor) to include Classified Material Control documents (CMCO), Continuity of Operations (COO) plans, physical security (facilities) program, Personnel Security Processing, managing the employee drug testing program, employee passport and visa program, and the commercial motor vehicle crash reporting office. The vehicle crash reporting system provides updated reporting within a 24-hour period on CMV crashes in support of the safety mission for the agency. In addition, the office liaises with other Federal, State, and local law enforcement agencies in communicating security threats and coordinates the exchange of security or criminal information as well as maintaining the Agency Continuity of Operations (COOP) site. This office provides the internal security response for all workplace incidents and addresses emergency preparedness, security, and law enforcement support, allowing employees to work to their full potential within a healthy and safe work environment.

Office of Management and Information Services

The Office of Management and Information Services (OMIS) provides crucial services to the Agency: nationwide space management, facilities, occupational safety and health program management, metered and express mail services, real and accountable property and fleet management, printing, transit benefits, sustainability, and audiovisual program support. FMCSA will continue to provide the most efficient service in support of FMCSA's mission as OMIS implements government-wide initiatives to improve transparency, enhance climate action and sustainability, and ensure effective use of Federal resources. In its efforts to reduce waste and inefficiencies, FMCSA in collaboration with the General Services Administration continually reviews its current space inventory for possible excess and coordinates with other Federal agencies like the Federal Highway Administration, other DOT modes and Customs and Border Patrol on options for shared space to reduce overhead costs for all.

Occupational Safety and Health (OSH) provides agency-wide administration and management of the employee occupational safety and health program. Executing this program area fulfills the OSH Act (OSHA) annual inspection requirement; and provides required OSHA program management, policy development, and training for work-related hazards associated with the inspection of commercial motor vehicles, conducting new entrant inspection, and onsite compliance reviews. Critical OSHA program areas for

FMCSA include Hazard Communication Programs, Personal Protective Equipment requirements, hearing conservation, and fire and life safety. Critical program components also include hazard abatement and post-accident investigations. This program reduces risk to FMCSA inspectors and all employees resulting in fewer workdays lost and lower overall workers' compensation costs.

Freedom of Information Act (FOIA) staff respond to approximately 4,300 FOIA and Privacy Act requests annually. An increased number of FOIA requests for FMCSA has resulted in a backlog and processing times that do not meet the statutory requirement. In FY 2021, FMCSA received 5,171 requests, which is 24% above FY 2020 and 253% above FY 2018 when FMCSA only received 1,463 FOIA requests. The American public benefits from this program because responding to FOIA requests creates greater transparency into FMCSA operations and accountability to the American public by providing appropriate access to agency records.

The Working Capital Fund (WCF) provides support to all Operating Administrations for multiple shared services such as: Headquarters facilities costs, IT support, and printing to ensure the use of strategic sourcing DOT-wide when feasible and overall lower operating costs for DOT. The FMCSA total cost for WCF services is estimated at \$35 million for FY 2023. Each year the Office of Administrative Services manages FMCSA's WCF operational plan. MC-M coordinates closely with other FMCSA offices to ensure that shared services meet the program office needs to include IT, which represents the most significant portion of the WCF expenses (\$26 million).

DOT has a target utilization rate of 150-190 useable square feet per person. A 2019 DOT Office of Inspector General report recommended that all modes review space for reduction as leases expire or otherwise become available for reductions in space. A reduction in square footage for expiring leases will help to offset market rate increases in cost per square foot and result in lower energy usage. The General Services Administration (GSA) is focused on consolidation and co-location of agencies in Federal space as required by the OMB National Strategy for the Efficient Use of Real Property, Reduce the Footprint³. In FY 2023, leases in 11 locations including one border field office will expire, which are expected to result in relocations or renovations at an estimated cost of just over \$4 million to reduce the overall square footage in place. This will bring the space to the DOT targeted utilization rate and negate some of the impact of increases in the overall market rate for space per square foot.

In FY 2018, Congress provided \$87 million to construct and modernize FMCSA inspection facilities for commercial motor vehicles (CMV) entering the United States along the southern border, ensuring that inspectors will have a safe, efficient workspace by replacing trailers with permanent modular buildings and providing canopy coverage and pits for ongoing inspections. Continued work on the new border facilities in FY 2023 addresses the need to transform the infrastructure at the ports of entry, support economic growth in region, and result in safer, more efficient border inspection facilities.

³ See [implementation-reduce-the-footprint.pdf](#) (archives.gov) and The National Strategy For the Efficient Use of Real Property and the Reduce the Footprint (RTF) Policy | GSA

FMCSA has on average 400 leased fleet vehicles through the GSA to support safety investigations of commercial motor vehicle carriers. FMCSA annually reviews vehicle usage to include mileage and vehicle locations and reassigns underutilized vehicles throughout the Agency to meet demand. President Biden's Executive Order 14057 on catalyzing American clean energy industries and jobs through Federal sustainability and the accompanying Federal Sustainability Plan set the Federal fleet on a path to zero-emission vehicles (ZEVs). To meet this requirement, MC-M will begin installing electric vehicle charging stations at field locations and newly constructed border sites. FMCSA will also begin replacing current leased vehicles with ZEVs as current vehicles reach the end of their life cycle. There are increased costs associated with the installation of electric vehicle charging stations, and leasing costs are higher for ZEVs.

Pursuant to the coronavirus pandemic, FMCSA has had an increased demand for personal protective equipment (PPE) and building cleaning of common areas and office space. The cost for PPE and cleaning is now being incorporated as a routine business practice to safeguard the health and wellbeing of FMCSA employees at all locations. The additional PPE protects the Safety Inspectors and Supervisors who interact with the traveling public and industry as they conduct inspections and compliance review of CMVs at land ports of entry and at carrier locations.

What benefits will be provided to the American public through this request and why is this program necessary?

The American public relies on the FMCSA to establish and apply safety standards that promote and sustain a safe transportation system. To meet the public's expectations, FMCSA's mission-critical functions must receive strong and effective organizational support. MC-M provides that support through hiring and retaining competent and effective staff; engaging stakeholders in a common safety agenda; ensuring accountability; delivering quality data; leveraging technology for informed decision-making concerning transportation safety; and inspiring and energizing the workforce as well as partners to tackle the toughest safety challenges with new innovative ideas and programs. The ability to procure goods and services for the mission, equip a right-sized and well-trained workforce, and provide a secure workplace with the required tools leads to mission success of making the Nation's roadways safer.

Detailed Justification for the Office of Policy (MC-P)

FY 2023 – General Operating Expenses – Budget

Request (\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$6,310	\$6,301	\$6,647	\$346
Program Costs	\$4,957	\$8,505	\$8,092	(\$413)
Total	\$11,267	\$14,806	\$14,740	(\$67)
FTE	45	44	45	1

What is this program and what does this funding level support?

FMCSA requests **\$15 million** and **45 FTE** to provide the regulatory foundation for FMCSA's safety compliance and enforcement operations. The key functions under FMCSA's Office of Policy are strategic planning; program evaluation; audit liaison with the GAO, DOT's OIG, and the National Transportation Safety Board (NTSB); regulatory development, including economic and environmental analyses; driver and carrier operations, and driver qualification standards; medical qualification standards and the National Registry of Certified Medical Examiners Program; and vehicle safety requirements covering minimum safety equipment and inspection, repair, and maintenance standards. These functions serve as critical elements for establishing comprehensive safety standards, improving operator fitness, and strengthening agency programs through the analysis of program effectiveness.

Funding for the Office of Policy supports personnel, contract services, and other expenses related to conducting program evaluations and the development of regulatory proposals and final rules, and the accompanying regulatory analyses. MC-P works with subject matter experts from other parts of the agency such as the Office of Chief Counsel, the Office of Safety, and the Office of Research and Registration, in the development of regulatory documents. The MC-P will continue issuing rulemaking notices, exemption applications concerning the commercial driver's license standards and driver qualification standards, hours of service rules, and inspection and maintenance rules. MC-P will also continue processing of medical exemption applications concerning the agency's rules for drivers who have experienced a seizure and drivers with hearing impairments; operation of the National Registry of Certified Medical Examiners program which oversees more than 50,000 healthcare professionals who conduct physical examinations of truck and bus drivers; and lastly, the coordination of four Federal Advisory Committees – the Medical Review Board (MRB), the Motor Carrier Safety Advisory Committee (MCSAC), the Truck Leasing Task Force (TLTF), and the Women of Trucking Advisory Board (WOTAB).

Autonomous Vehicle Technology Support

In FY 2023, MC-P will continue working towards the safe integration of autonomous commercial vehicles on the roadway. FMCSA anticipates a significant workload regarding exemption requests related to the initial deployment of technologies that provide the foundation for automated driving systems (ADS)-equipped commercial motor vehicles (CMV), such as advanced driver assistance systems (ADAS). In addition to reviewing and analyzing the exemption requests, the agency anticipates the industry will seek approval to conduct pilot programs to test the deployment of ADS technologies in commercial motor vehicle operations. The data collected during the pilot tests and those receiving exemptions regarding the safety operational impacts of these technologies will be invaluable in developing informed decisions on future public policy. The Agency anticipates rulemaking activities to eliminate regulatory barriers to the safe integration of ADS-equipped commercial motor vehicles as a follow-up to its May 2019 Advance Notice of Proposed Rulemaking (ANPRM). The ANPRM represents a critical step in the agency's regulatory reform activities. The Agency anticipates publication of a Notice of Proposed Rulemaking in FY 2023, which could set the stage for a Final Rule in FY 2024.

Regulatory Reform and Impact Analyses

MC-P anticipates sustaining its regulatory development and reform activities in FY 2023 by continuing our focus in this area to eliminate barriers and reduce burdens to the greatest extent practicable without compromising safety. For example, in FY 2022, the Agency published a Final Rule updating its medical standards to provide enable healthcare professionals to issue medical certificates to drivers with monocular vision and eliminate the need for these individuals to apply for an exemption from FMCSA. The exemption process is a time-consuming process for drivers and requires that the Agency request public comment via Federal Register notices for each driver. The Final Rule is estimated to provide nearly \$1 million in annualized cost savings for the drivers who currently go through the exemption program. For FY 2023, the Agency anticipates the publication of notices of proposed rulemaking concerning autonomous vehicles and regulatory flexibility in the commercial driver's license application process, and the initiation of new rulemakings concerning the safety fitness determination process, and uniform electronic identification of commercial motor vehicles..

In previous fiscal years, the Agency granted exemptions for the use of certain advanced technologies (windshield-mounted lane departure warning systems, collision avoidance systems, etc.). The exemptions required a five-year renewal relieve regulatory burden and helped in the integration of innovative technologies such as AV-equipped vehicles. Through the agency's regulatory reform activities, FMCSA completed a notice-and-comment rulemaking in FY 2022 to provide permanent changes to these rules. In FY 2023, the office will continue its commitment to write regulations in plain language, issue them in a timely manner, base them on sound data and analyses and make them performance based when feasible. Through data-driven regulations, FMCSA raises the safety bar for operating in the truck and bus industry.

The Agency is required by statute and Executive Order to consider the costs and benefits of its regulatory actions with the expectation that the regulations issued would provide cost-effective solutions to safety challenges. FMCSA will continue its focus on reducing the regulatory burden associated with obsolete, redundant, and unnecessary rules. FMCSA accomplishes this through analysis of data related to information collection burdens and opportunity costs lost related to specific regulations.

FMCSA also provides regulatory guidance to assist the industry and enforcement community in achieving a mutual understanding of the safety requirements, grants regulatory waivers and exemptions, and develops compliance assistance materials to address unique commercial vehicle safety challenges. If FMCSA does not effectively communicate its vision for its regulatory program and how it improves highway safety to Federal, State, and industry partners, then it will be unable to gain the support from key stakeholders necessary to implement policy changes. The agency responds to a large volume of public and governmental inquiries by phone, email, and controlled correspondence. The overall goal in response to these inquiries is to establish well-written, concise, and effective assistance for the Agency's State partners, truck and bus companies, drivers, healthcare professionals conducting physical examinations of drivers, motor carrier industry associations, safety advocacy groups, and the general public.

Federal Advisory Committees

For FY 2023, FMCSA will manage four Federal Advisory Committee Act (FACA) committees, including two long-standing committees, the Medical Review Board and the Motor Carrier Safety Advisory Committee. The Secretary of Transportation signed charters in February 2022 to establish two new advisory committees, the Truck Leasing Task Force and the Women of Trucking Advisory Board, required under BIL.

Medical Review Board (MRB)

The MRB, a statutorily mandated advisory committee operating in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended (5 U.S.C. App.), advises the agency on evidence-based rulemaking and regulatory guidance development through evidence reports. The advice provided by the MRB enables the agency to establish sound regulations and guidance for physical qualification standards for individuals operating commercial motor vehicles. The current funding request supports FMCSA's mandate for these medical experts to continue providing advice on medical issues to advance safety.

Motor Carrier Safety Advisory Committee (MCSAC)

The MCSAC, a discretionary advisory committee operating in accordance with the provisions of the FACA, was established to provide FMCSA with advice and recommendations on motor carrier safety programs and safety regulations under the authority of the DOT. The MCSAC is comprised of up to 25 members representing the motor carrier industry, labor, safety advocates, and safety enforcement officials. The members are experts in their respective fields and committed to improving motor carrier safety. They provide advice and recommendations about strategic objectives, plans, approaches, content, and accomplishments of the motor carrier safety programs carried out by the FMCSA. Previous tasks assigned to the MCSAC included the review of existing regulatory guidance, identification of obsolete, redundant, and unnecessary regulations, and operational and safety impacts of ADS-equipped commercial vehicles. The Agency strongly considers the MCSAC's input and recommendations during the development of public policy.

Truck Leasing Task Force (TLTF)

In FY 2023, FMCSA will continue fulfilling Section 23009 of the Bipartisan Infrastructure Law (BIL) (Pub. L. 117-58) which requires the Secretary, in consultation with the Secretary of Labor, to establish a task force, to be known as the "Truck Leasing Task Force," by May 13, 2022. Not more than ten members, including labor, consumer protection, legal professionals, owner operators, businesses, etc. will serve on committee. The TLTF will examine, at a minimum, the following areas pertaining to truck leasing arrangements:

- common truck leasing arrangements available to commercial motor vehicle (CMV) drivers.
- the existence of inequitable leasing agreements and terms in the motor carrier industry specific agreements available to drayage drivers at ports relating to the Clean Truck Program or any similar program to decrease emissions from port operations.
- the impact of truck leasing agreements on the net compensation of CMV drivers.
- whether truck leasing agreements properly incentivize the safe operation of vehicles.
- resources to assist CMV drivers in assessing the financial impacts of leasing agreements; and
- the opportunity that equitable leasing agreements provide for drivers to start or expand trucking companies.

The TLTF will also examine financing arrangements among motor carriers, entry-

level drivers, driver training providers, and other involved entities, which may result in new drivers entering the trucking workforce encumbered by outsized debt and inequitable terms for repayment.

Women of Trucking Advisory Board (WOTAB)

In FY 2023, FMCSA will continue fulfilling Section 23007(d)(1) of the Bipartisan Infrastructure Law (BIL) (Pub. L. 117-58) which requires the FMCSA to establish a Women of Trucking Advisory Board (WOTAB). The WOTAB will review and report on policies that provide education, training, mentorship, and outreach to women in the trucking industry and identify barriers and industry trends that directly or indirectly discourage women from pursuing and retaining careers in trucking. These include the following:

- barriers and trends that impact women minority groups and women who live in rural, suburban, or urban areas.
- safety risks unique to women in the trucking industry.
- ways to coordinate the functions of trucking companies, nonprofit organizations, training and education providers, and trucking associations to facilitate support for women pursuing careers in trucking.
- opportunities to expand existing opportunities for women in the trucking industry; and
- opportunities to enhance trucking training, mentorship, education, and advancement and outreach programs that would increase the number of women in the trucking industry.

Qualifications of Drivers

With FY 2023 funds, FMCSA will strengthen its medical oversight program, including evaluation of the current medical certification process with the assistance of the agency's Medical Review Board, and successful implementation of key initiatives such as the auditing function of the National Registry of Certified Medical Examiners (National Registry).

- National Registry – The FMCSA established the National Registry program through which more than 50,000 healthcare professionals have completed mandatory training and testing concerning the agency's medical standards to ensure the examinations are conducted in a consistent manner and that only drivers who meet the Federal qualifications standards are issued a medical certificate. These medical professionals conduct approximately 5 million medical examinations per year. During its first three years of operations, the National Registry program identified more than 160,000 individuals who were medically unqualified to operate CMVs. Medical professionals temporarily disqualified approximately 226,000 individuals based on additional health information reviewed or tests conducted to verify if the drivers were medically qualified. NTSB investigations have identified medical conditions as a factor in several significant CMV crashes resulting in multiple injuries and fatalities. Continued operation and maintenance of the National Registry is paramount to highway safety. In FY 2023, FMCSA plans to launch a new release of its National Registry IT system to provide for the transmission of CDL holders' medical certificates from FMCSA to the

State driver licensing agencies, and provide the foundation for a monitoring and auditing program, and other enhanced oversight capabilities. The FY 2023 resources will enable the Agency to fulfill the statutory requirements in SAFETEA-LU for the oversight of the healthcare professionals conducting physical examinations of truck and bus drivers.

- Medical Certification of Drivers – The FMCSA Medical Program promotes safety on America’s roadways through the promulgation and implementation of medical regulations, guidelines, and policies that ensure drivers engaged in interstate commerce are physically qualified to operate a CMV. The agency is required to establish minimum medical qualification standards for approximately eight million CMV drivers operating in interstate commerce, including over four million active CDL holders. The prevalence of medical conditions related to an aging CMV driver population, such as cardiovascular disease and respiratory conditions, will have a detrimental effect on the safety and health of commercial drivers and highway safety overall.
- Medical Exemptions and Skills Performance Evaluations (SPEs) – The Medical Program includes management of exemptions for drivers using anti-seizure medications provided the individuals have not experienced a seizure for multiple years; and drivers who have hearing impairments. In addition, the Medical Program provides direction for the agency’s SPE program which assesses the driving abilities of individuals with limb impairments or amputations. The medical exemptions and SPE programs have provided opportunities for more than 6,000 drivers with documentable good safety records to continue operating commercial vehicles despite their unique physical limitation.
- Medical Evidence Reports and Expert Panels – In support of the MRB, FMCSA funds the preparation of “evidence” reports. These evidence reports document the review of published research on specific medical topics. The meta-analysis identifies those studies that have sufficient merit, based on the research methodology and factors such as sample size, to support policy or regulatory decisions. Expert panels, physicians specializing in the medical topic being considered, reviewed the evidence reports and then provide recommendations to the MRB. The MRB considers the evidence reports along with the expert panel recommendations and, after deliberations in a public meeting, offers recommendations to the agency.
- National Registry Medical Examiners Handbook, Test Updates – In addition to the information technology component of the National Registry program, the Agency is continuing to engage the MRB and stakeholders in developing a new medical examiners’ handbook to assist healthcare professionals in understanding the Federal driver qualifications rules and to serve as a reference manual for examiners to review topics they may not encounter on a frequent basis. The Agency will submit the draft handbook to OMB for review in FY 2023 as an item of significant regulatory guidance and seek public comments

on the document before issuing a final version by the end of FY 2023. The Agency also anticipates significant efforts to continuously update the standardized test questions used for the National Registry examination.

Policy Program Support

In addition to the medical exemption programs, the Office of Policy must evaluate all requests for waivers, exemptions, and pilot programs related to vehicle safety equipment, driver qualification standards (other than medical qualifications), and motor carrier operations. This function involves subject matter experts reviewing the requests for waivers, applications for exemptions, as well as requests for pilot programs to assess the relative impact on safety if granted. These requests are related to unique operating characteristics of a specific motor carrier or segment of the industry. The Agency approves most of the requests for waivers, exemptions, and pilots because the requestors have identified an innovative approach that ensures a level of safety equivalent to, or greater than, the level achieved if they complied with a regulation.

MC-P resources also support the agency's strategic planning efforts and the establishment of performance metrics, monitoring activities intended to support the implementation of the strategies listed in the strategic plan, and evaluating accomplishments against established plans, goals and objectives ensuring agency compliance with the Government Performance and Results Modernization Act (GPRAMA). MC-P conducts rigorous, relevant program evaluations to support evidence-based strategic and operational decisions that result in continuous improvement across the Agency. The FY 2023 resources will enable FMCSA to use qualitative and quantitative data to assess the Electronic Logging Device rule as well as the effectiveness of certain aspects of the Drug and Alcohol Clearinghouse rule.

In addition, MC-P functions as liaison and coordinates activities with external oversight organizations, including GAO, NTSB, and the DOT OIG. The Office of Policy maintains an Audit Liaison Action Planning and Tracking System and prepares the agency's Organizational Assessment at the end of each fiscal year. FMCSA has outstanding working relationships with these oversight agencies and has worked collaboratively over the past several years to implement their recommendations, closing more than 30 recommendations within the last five years, to improve operational effectiveness and efficiency, as well as make safety improvements.

What benefits will be provided to the American public through this request and why is this program necessary?

The programs and activities of FMCSA's Office of Policy cover a multitude of issues that can impact the safety on the Nation's highways. The agency believes that in addition to ensuring safe

drivers, the National Registry program has enhanced the overall health and welfare of the CMV driver population. Based on the National Registry data, approximately 9% of the examinations resulted in the individual receiving a medical certificate that was for a period less than the two- year period allowed. This was usually because the individuals had an underlying medical condition(s) requiring attention by a treating clinician. Requiring treatment of these medical conditions as a condition of obtaining a medical certificate improves the general health of these drivers and therefore their safety performance on the highway. The success of the National Registry program has raised the safety bar by ensuring CMV drivers meet minimum physical qualifications to keep our roads safe.

The MCSAC provides advice and recommendations to the FMCSA Administrator on important safety issues including fatigue management, distracted driving, electronic logging devices, safety technologies, and regulations. Since its inception in 2007, the MCSAC's more than 20 reports with recommendations have assisted the agency in making informed decisions affecting motor carrier safety, protecting the American people. Regulatory Development/Reform and Regulatory Evaluation Divisions work collaboratively with subject matter experts on rulemaking requirements, many statutorily mandated, and focus on improving safety nationwide.

The MRB provides advice and recommendations to FMCSA on important driver medical qualifications issues. Their recommendations have been instrumental in supporting the issuance of new standards concerning drivers with insulin-dependent diabetes and new standards concerning drivers with monocular vision. In addition, the MRB has provided support in the Agency's efforts to update its Medical Examiner's Handbook.

In support of regulatory effectiveness studies and Section 610 reviews, the Agency continues to focus on rulemaking activities to reduce the administrative burden associated with obsolete and redundant regulations without compromising safety. The Administrative Procedure Act requirements apply to both implementation and removal actions to ensure transparency with the American public regarding well-reasoned and data-supported actions to support FMCSA's safety mission. It is important to note that the level of effort and resources required by FMCSA to remove a regulation is equivalent to the effort to add a regulation, and these are resources well spent to improve and clarify safety regulations overall.

Detailed Justification for the Office of Research, Technology & Registration (MC-R)

FY 2023 – General Operating Expenses and Research and Technology – Budget Request

(\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$3,365	\$3,867	\$4,432	\$565
Program Costs	\$3,807	\$7,088	\$7,013	(\$74)
Research and Technology	\$9,073	\$9,073	\$14,073	\$5,000
Total	\$16,245	\$20,027	\$25,518	\$5,491
FTE	24	27	30	3

What is this program and what does this funding level support?

FMCSA requests **\$26 million** and **30 FTE** to fund the Office of Research, Technology & Registration (MC-R) in FY 2023 for research and technology-related activities and statistical and data analysis activities. MC-R implements FMCSA's multi-year motor carrier Research and Technology (R&T) Program, as authorized by 49 U.S.C. 31108, to perform research, development, and technology transfer activities to reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles (CMVs) on the Nation's highways. In addition, MC-R manages FMCSA's Statistics and Analysis Program, which provides the linchpin for FMCSA's strategic and transformative use of data. MC-R's Office of Registration handles USDOT numbers, motor carrier numbers, insurance filings and related requirements for FMCSA-regulated entities. The Office of Registration also runs the FMCSA Contact Center, the Agency's front-door customer service operation.

Research and Technology (R&T)

Resources requested in FY 2023 will allow FMCSA's R&T Program to execute Congressionally mandated and other mission-focused studies. These studies are used both independently by the Agency and in collaboration with other DOT organizations, the private sector, and academia. FMCSA is authorized to conduct research, development, and technology transfer activities with respect to:

- Understanding the factors contributing to crashes, injuries, and fatalities involving CMVs.

- Developing means for reducing the number and severity of crashes, injuries, and fatalities involving CMVs.
- Improving CMV safety 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.

The R&T Program's overall program objectives will continue to be the following in FY 2023:

- Produce Safer Drivers: Develop driver-based safety countermeasures to reduce the frequency and severity of CMV crashes.
- Improve Safety of CMVs: Improve truck and motorcoach safety through vehicle-based research and the deployment of CMV safety technologies.
- 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.
- Advance Safety and Research through Information-Based Initiatives: Support Agency research 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, and (3) studying and utilizing crash data to establish safety goals.
- Enable and Motivate Internal Excellence: Ensure the relevance, quality, and performance of R&T activities and develop efficient methods to respond quickly and flexibly to Departmental and Agency priorities.

FY 2023 Research & Technology (R&T) Program Activities

Ensuring that R&T activities advance the Agency's mission, while aligning those activities with Department and Administration priorities, is an ongoing priority for FMCSA. To realize this priority, FMCSA formulates its research projects using the Department's Annual Modal Research Plan (AMRP) and the Agency's Research Executive Board (REB) processes. In addition to continuing core safety-related research, and advancing the Administration's *Safety* strategic goal, FMCSA will conduct CMV research that aligns with the Administration's other strategic goals, as well as Congressional and other mandates.

In FY 2023, FMCSA will conduct several research projects supporting the Safety strategic goal. One such project is the Large Truck Crash Causal Factors Study (LTCCFS), currently in the planning and design stage. The LTCCFS uses the paradigm of “safe-design,” to collect a multitude of causal-related factors on large truck crashes and to move from crashworthiness to crash avoidance, thereby saving lives. This project will produce extensive CMV-specific data which will be useful to other research projects supporting other goals. FMCSA CMV subject matter experts will also work collaboratively with the National Highway Traffic Safety Administration (NHTSA) as the lead Agency for rulemaking related to Automatic Emergency Braking (AEB). These SMEs will also support FMCSA’s speed limiter rulemaking activities.

In FY 2022, the Research Executive Board (REB) identified an opportunity to support the Department’s Climate & Sustainability strategic goal through electric CMV-related research, which will continue into FY 2023. Additionally, projects to estimate and monetize the environmental cost of CMV crashes, and technology-centric projects to support more efficient CMV inspections, will help to reduce carbon emissions. Technology is introduced to the CMV industry at a rapid pace, and as a result, FMCSA is undertaking significant automated vehicle-related (AV) research, including projects associated with advanced driver assistance systems (ADAS) and automated driver systems (ADS). These projects support the Transformation strategic goal and ensure AV research will contribute to research-based regulatory reviews and will inform policy decisions involving expected future requests for regulatory waivers or exemptions such as hours of service or hazard warning triangles.

FMCSA’s Innovative Technology Deployment (ITD) program will continue to support the Department’s Safety and Economic Strength and Global Competitiveness strategic goals in FY 2023. The ITD program provides significant resources to FMCSA’s State partners allowing those States enforcement officers to rapidly transfer roadside information to their inspection facilities. This information is also transferred to other CMV-safety infrastructure and e-commerce services.

FMCSA’s participation in the Small Business Innovation Research (SBIR) program supports the growth of small business through seed funding for research and commercialization of products with a high potential to impact CMV safety. Another project in support of this strategic goal is the review of FMCSA’s Skill Performance Evaluation Certificate process. This project will analyze and update how standards apply to drivers with physical differences, considering new advances in prostheses, therapies, and other factors informing the ability of drivers to safely operate CMVs.

Planned new research supporting the Equity strategic goal includes a project to assess the equity of CMV inspections and enforcements. This project will examine the frequency

and outcome of inspection and enforcement actions to determine if demographic biases exist. Research activities supporting the Organizational Excellence strategic goal include participating with the Departmental Office of Research and Technology (OST-R) on the Research, Development & Technology (RD&T) Planning Team, developing the Annual Modal Research Plan, and applying project management best practices in the areas of project planning, procurement, data collection, reporting, and risk management.

FMCSA's FY 2023 research portfolio includes activities to implement 2 mandates set forth in the BIL and one based on a DOT OIG recommendation. The first BIL study is the Safe Driver Apprenticeship Pilot (SDAP) program and the second is the Driver Compensation Study. The SDAP program will establish an apprenticeship program for 18-20-year-old drivers, with a current CDL, to operate in interstate commerce in accordance with the safety provisions specified in the BIL. The goal of the SDAP is to determine whether the level of safety achieved by the pilot program is equivalent to, or greater than, the level of safety for equivalent commercial motor vehicle drivers aged 21 years or older. The BIL also requires FMCSA to (within in 1 year) enter into a contract with the Transportation Research Board to study of the impacts of various methods of driver compensation on safety and retention, including hourly pay and payment for detention time, among other methods used by the industry. Based on the OIG recommendation, FMCSA will initiate a study on Driver Detention time to "*Collaborate with industry stakeholders to develop and implement a plan to collect and analyze reliable, accurate, and representative data on the frequency and severity of driver detention times.*"⁴ The goal of this project is to accurately quantify how often and to what degree drivers are held at pick-up/drop-off locations. FMCSA intends this study to give a better understanding of any relationship between detention time and CMV safety, and further, that collecting and analyzing data on detention time will contribute to a more complete understanding of these issues and facilitate safe and efficient solutions by the private sector that reduce detention time and improve safety and supply chain efficiency.

Statistics and Analysis

The FMCSA Statistics and Analysis program uses data and information to develop, manage, monitor, and report on the Agency's enforcement programs; advise on the promulgation of Agency regulations and policies; measure program effectiveness; and inform the public about the safety of the CMV industry. Statistics and Analysis program activities ensure that FMCSA focuses its resources on programs where data support greater investment. These data are essential to FMCSA's Safety Measurement System, a

⁴ OIG Recommendation on page 13 of the attached Jan 31, 2018 OIG Report titled "Estimates Show Commercial Driver Detention Increases Crash Risks and Costs, but Current Data Limit Further Analysis"

tool used by FMCSA (as part of the Agency's Compliance, Safety, Accountability Program) and its State partners to evaluate carriers' safety performance, identify high-risk motor carriers, and determine appropriate enforcement actions.

FMCSA will expand its collection of crash data elements reported by States and merge this collection with other data sources to identify the factors involved in the crashes. This will allow FMCSA to identify strategies to mitigate crash risk and reduce the incidence of large truck and bus crashes. Also, FMCSA will conduct data quality training for States to aid them in improving the quality of the crash and inspection data they submit to FMCSA. High-quality data is critical to identifying those carriers presenting the greatest crash risk for enforcement purposes, producing sound policy and rulemaking decisions, and communicating robust CMV industry information to the public.

FMCSA will continue to expand the use of data analysis through geographic information system (GIS) mapping software to effectively communicate safety-related information to the public. Utilization of these technologies will allow all users greater ability to sort, drill down, and analyze the data in new ways. Further, FMCSA will utilize its comprehensive CMV data to contribute to ongoing analyses of supply chain impacts on transportation safety.

What benefits will be provided to the American public through this request and why is this program necessary?

CMV crashes can result in loss of life, debilitating injuries, and significant damage to property and surrounding infrastructure. Since 2009, fatal crashes involving large trucks have steadily increased to 4,479 fatal crashes in 2019, a 50.2 percent increase. Over that same time, non-fatal crashes involving large trucks increased by 78.8 percent to an estimated 506,000 such crashes in 2019. FMCSA's R&T and Statistics and Analysis activities help the Agency target its limited resources to the highest-risk carriers and develop programmatic initiatives that address the most important driver, carrier, and CMV safety issues. Ongoing and planned programmatic activities support and improve safety, foster innovation in transportation, and utilize data to justify greater investment.

The R&T and statistics and analysis activities conducted by FMCSA are necessary to promote the enforcement and safe operation of motor carriers transporting goods and passengers on U.S. roadways. Without these programs, FMCSA, DOT, individual States, and other CMV safety stakeholders cannot effectively carry out or modify their current programs which rely on sound research, robust data analysis, or statistical evidence. Further, these program and activities ensure the American public realizes the benefits of Congressionally mandated priorities.

By completing targeted R&T and statistics and analysis activities in FY 2023, FMCSA will better understand the causal factors and impacts of CMV crashes and inform efforts to develop safety countermeasures to reduce crashes and advance the Department's strategic goals. More information about FMCSA's Research & Technology priorities can be found in Section IV of this document.

Detailed Justification for the Office of Safety (MC-S)

FY 2023 – Office of Safety– Budget Request

(\$000)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Salaries and Expenses	\$124,787	\$128,600	\$138,854	\$10,255
Program Costs	\$13,828	\$25,515	\$25,896	\$380
Total	\$138,615	\$154,115	\$164,750	\$10,635
FTE	890	898	940	42

What is the program and what does this funding level support?

FMCSA requests **\$165 million** and **940 FTE** for the Office of Safety (MC-S) in FY 2023. The Office of Safety oversees uniform implementation of the enforcement and compliance for FMCSA's grant, commercial driver licensing, and outreach programs across the United States and select Territories, and issues regional or local emergency declarations pursuant to 49 CFR 390.23(a). MC-S administered inspections are conducted on CMVs out of 26 inspection facilities at land ports of entry and 6 border field offices at the U.S.-Mexico border and audits are performed on Mexico-domiciled motor carriers. MC-S border staff and our state partners conducted over 165,000 inspections along the southern border, including roughly 8,300 inspections on Mexico-domiciled long-haul commercial vehicles and drivers crossing the border into the United States.

The Office of Enforcement and Compliance within the Office of Safety is responsible for the identification and investigation of high and at-risk motor carriers. In addition, the office provides oversight of major Agency enforcement actions, and acts as the enforcement official in those actions. Finally, the office is responsible for developing and implementing Agency programs and rulemakings, including training, policy, processes, and IT systems for programs including, but not limited to, hazardous materials; passenger carrier safety; commercial enforcement; compliance, international programs, and enforcement.

The Office of Safety Programs manages the Agency's safety grants, commercial driver's license standards and regulations, drug and alcohol programs, and the National Training Center (NTC). The FMCSA's grant programs include the Motor Carrier Safety Assistance Program (MCSAP), High Priority Activities Program, Commercial Driver's License Program Implementation, and the Commercial Motor Vehicle Operator Safety Training grants. The BIL significantly increased the funding for the MCSAP program and established a new grant for CMV-Enforcement Training & Support (CMV-ETS). On average, through the MCSAP program, the States, and the Office of Safety conduct more than 3.5 million inspections and perform over 24,000 investigations annually.

New Resources under the BIL will allow FMCSA to significantly increase its personnel in the Office of Safety in FY 2022 and 2023. Growth in the number of safety investigators will allow the Agency to increase compliance investigations on motor carriers and enforcement actions to remove unsafe companies and drivers from the roadway for improved safety. During FY 2023, the Office of Safety will be executing extra training through its National Training Center to support this Agency growth.

What benefits will be provided to the American public through this request and why is this program necessary?

In FY 2023, in alignment with the Department's National Roadway Safety Strategy, the Office of Safety will continue to develop, maintain, and execute the Agency's enforcement and compliance programs, including specialty programs such as hazardous materials, commercial enforcement, passenger carrier safety, and enforcement training. The MCSAP program will continue to support CMV inspections to identify serious safety deficiencies and stop unsafe drivers and vehicles from operating on the roadways.

Section 23016 of the BIL requires the Government Accountability Office to conduct an audit of the Agency's National Consumer Complaint Database (NCCD). As a result, in FY 2023, the Office of Safety will be incorporating improvements to the usability and transparency of the complaint process.

Additionally, the Office of Safety will implement the BIL requirement to improve Federal-State Motor Carrier Safety Enforcement Coordination. After seeking comments on the standards and process for review, we will publish in the Federal Register the processes to review each out-of-service (OOS) order issued by a State and to review imminent hazard determinations made by States. This coordination will improve safety by sharing additional information on unsafe motor carriers and drivers removed from operating in both interstate and intrastate commerce.

In FY 2023, the Office of Safety will continue to work with the State Driver Licensing Agencies (SDLA) to take prompt action to stop the licensing or renewal of a commercial driver when there is a finding in the Drug and Alcohol Clearinghouse (DACH). This ensures that drivers with a confirmed positive drug and alcohol testing results or refusals are removed from the roadways by withholding their license. In addition, the Office of Safety will be moving forward on a final rule to implement additional changes to the DACH program based on lessons learned through the 18 months of operations. Also, MC-S will be working with the SDLAs to implement the final rule requiring the electronic exchange of commercial driver license withdrawals and convictions.

During FY 2023, MC-S will be overseeing the Safe Driver Apprenticeship pilot program. This initiative authorized under BIL allows motor carriers meeting specific requirements to use drivers between 18 and 20 years of age in interstate commerce. The pilot program was initiated in FY 2022. Monitoring the safety of participating motor carriers and drivers will be critical during FY 2023, the first full year of the program.

At the State level, MC-S will continue to oversee the safety of 600,000 motor carriers and 6.8 million commercial drivers through monitoring and outreach. The organization will continue to identify unsafe motor carriers. During FY 2023, MC-S will implement recommended updates to the Safety Measurement System prioritization as well as move forward on the safety fitness determination rulemaking. FMCSA will conduct investigations and emphasize equity in enforcement, focusing on high and moderate risk carriers and other industry segments with statutory requirements for reviews.

MC-S will focus on investigating household goods carriers and brokers due to the rise in non-compliance, moving fraud, and prospective consumer and safety risks. In addition, in FY 2023, the Office of Safety will implement strategies to improve and strengthen the new entrant program and will execute strategic outreach to increase industry contacts.

During FY 2023, MC-S will continue to coordinate the Agency's efforts to detect and prevent human trafficking. This has been an ongoing priority that was reinforced in the authorization. Notices of funding opportunity for the High Priority, and CDLPI grants and the planning memoranda for MCSAP will prioritize these efforts. In addition, the NTC will provide training to Federal staff and will work with CMV-ETS grantees to ensure State training includes this essential information.

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Section 3B - Motor Carrier Safety Grants

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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, \$506,150,000 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 \$506,150,000 in fiscal year 2023 for "Motor Carrier Safety Grants" provided under this heading: Provided further, That of the sums appropriated under this heading:

- (1) \$398,500,000 shall be available for the motor carrier safety assistance program;
- (2) \$42,650,000 shall be available for the commercial driver's license program implementation program;
- (3) \$58,800,000 shall be available for the high priority activities program;
- (4) \$1,200,000 shall be available for the commercial motor vehicle operators grant program; and
- (5) \$5,000,000 shall be available for the commercial motor vehicle enforcement training and support grant program.

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EXHIBIT III-1
Motor Carrier Safety Grants (69-X-8158) (69-2817 2022/2025)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity

(\$000)

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUDGET
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 308,700	\$ 390,500	\$ 398,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 2,000	\$ 1,100	\$ 1,200
High Priority Activities Program (HPAP) (TF)	\$ 45,900	\$ 57,600	\$ 58,800
Commercial Drivers' License (CDL) Program Implementation Program	\$ 33,200	\$ 41,800	\$ 42,650
Large Truck Crash Causal Factors Study (LTCCFS) (TF)	\$ 30,000	\$ -	\$ -
CMV Enforcement Training & Support Grant Program (TF)	\$ -	\$ 5,000	\$ 5,000
IIJA Supplemental Advance Appropriations			
Motor Carrier Safety Assistance Program (GF)	\$ -	\$ -	\$ 80,000
High Priority Activities Program (GF)	\$ -	\$ -	\$ 26,500
Commercial Motor Vehicle Operators Grant Program (GF)	\$ -	\$ -	\$ 2,000
Commercial Driver's License Implementation (GF)	\$ -	\$ -	\$ 16,000
TOTAL	\$ 419,800	\$ 496,000	\$ 630,650

Motor Carrier Safety Grants provide funding to eligible States so they may conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. FMCSA also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and actively engages with industry and other stakeholders through Innovative Technology programs to improve the safety and productivity of commercial vehicles and drivers.

EXHIBIT III-1a
Motor Carrier Safety Grants (69-X-8158) (69-2817 2022/2025)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2022 PRESIDENT'S BUDGET	<u>\$496,000</u>	
<u>ITEM</u>		
ADJUSTMENTS TO BASE:		
Inflation and other adjustments to base	\$0	
SUBTOTAL, ADJUSTMENTS TO BASE	\$0	0
PROGRAM REDUCTIONS		
SUBTOTAL, PROGRAM REDUCTIONS	\$0	0
PROGRAM INCREASES		
Motor Carrier Safety Assistance Program (MCSAP)	\$8,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$100	
High Priority Activities Program (HPAP)	\$1,200	
Commercial Drivers' License (CDL) Program Implementation Program	\$850	
CMV Enforcement Training & Support (CMVETS)	\$0	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$10,150	0
FY 2023 REQUEST	\$506,150	0
Supplemental Appropriations		
Motor Carrier Safety Assistance Program (MCSAP)	\$80,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$2,000	
High Priority Activities Program (HPAP)	\$26,500	
Commercial Drivers' License (CDL) Program Implementation Program	\$16,000	
TOTAL, Supplemental appropriations	\$124,500	0
TOTAL	\$630,650	0

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Motor Carrier Safety Grants (MCSG)

Program Activity	FY 2021 Enacted Level	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Difference from FY 2022
Motor Carrier Safety Grants (TF)				
Motor Carrier Safety Assistance Program (MCSAP)	\$308,700	\$390,500	\$398,500	\$8,000
Commercial Motor Vehicle (CMV) Operator Grant Program	\$2,000	\$1,100	\$1,200	\$100
High Priority Activities Program (HPAP)	\$45,900	\$57,600	\$58,800	\$1,200
Commercial Drivers' License (CDL) Program Implementation Program	\$33,200	\$41,800	\$42,650	\$850
Large Truck Crash Causal Factors Study (LTCCFS)	\$30,000	\$0	\$0	\$0
CMV-Enforcement Training & Support (CMV-ETS)	\$0	\$5,000	\$5,000	\$0
Sub-total	\$419,800	\$496,000	\$506,150	\$10,150
IIJA Supplemental (Division J) (GF)				
Motor Carrier Safety Assistance Program (MCSAP)	\$0	\$80,000	\$80,000	\$0
Commercial Motor Vehicle (CMV) Operator Grant Program	\$0	\$2,000	\$2,000	\$0
High Priority Activities Program (HPAP)	\$0	\$26,500	\$26,500	\$0
Commercial Drivers' License (CDL) Program Implementation Program	\$0	\$16,000	\$16,000	\$0
Sub-total	\$0	\$124,500	\$124,500	\$0
Total	\$419,800	\$620,500	\$630,650	\$10,150
FTE	0	0	0	0

What is the program and what does this funding level support?

Motor Carrier Safety Grants (MCSG): **\$506 million** is requested for the Grants programs. The Bipartisan Infrastructure Law provides an additional **\$125 million** in advance appropriations, for total anticipated budgetary resources of **\$631 million**. FMCSA's grants allow the Agency to improve motor carrier, CMV, and driver safety and to ensure the consistent nationwide application of laws. There are more than 638,000 FMCSA-regulated motor carriers and approximately 6.8 million commercial drivers, which includes 4.9 million CDL holders who are subject to Federal requirements. FMCSA will continue to partner with state and local agencies and other eligible safety stakeholders to improve safety.

FMCSA's formula and discretionary grant programs include:

Motor Carrier Safety Assistance Program (MCSAP): FMCSA requests \$399 million. These formula grants provide a reliable source of funding to State and Territorial MCSAP lead agencies to maintain and grown their motor carrier, CMV, and driver safety activities, including inspections, new entrant audits, compliance investigations, and public outreach. The MCSAP program will continue to support approximately 3.5 million annual CMV inspections, 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.

With the additional **\$80.0 million** BIL advance appropriation included, FMCSA has prioritized States' participation in: conducting additional compliance reviews on motor carriers that present a risk to the public; completing a large number of new entrant safety audits; increasing CMV traffic enforcement; expanding outreach and education; and enhancing and updating human trafficking prevention and enforcement IT systems to ensure data integration exists between the States and FMCSA's Motor Carrier Management Information System (MCMIS). In addition, FMCSA will promote increased partnership between the MCSAP Lead agency and other local/state safety departments in the areas of CMV traffic enforcement activity where officers would focus on unsafe driving behaviors of CDL holders who operate at unsafe speeds, do not wear seatbelts, are impaired by substances, use cell phones, or are otherwise distracted.

Commercial Motor Vehicle Operator Safety Training Grants (CMVOST): FMCSA requests **\$1.2 million** for the FY 2023 budget along with BIL supplemental funding in the amount of **\$2.0 million** to support CMVOST grants. These discretionary grants may be awarded to State or local governments, as well as to accredited post-secondary educational institutions (public or private), including community colleges and truck-driver training schools to establish training for individuals to transition to driving CMVs, 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.

With the additional \$2 million BIL supplemental funding, FMCSA will provide funding to a larger number of eligible applicants to lower the training cost for new drivers entering the industry, with a priority for advancing racial equity and supporting underserved communities. Funding will be for recruitment, training, technology, placement, retention, and graduates' safety records.

High Priority Activities Program (HPAP): FMCSA requests **\$58.8 million**. This budget proposal includes BIL supplemental funding in the amount of **\$26.5 million** to support HP grants. The HP discretionary grant program provides financial assistance to States, local governments, federally recognized Indian tribes, and other political jurisdictions to carry out high-priority CMV safety and data activities and Innovative Technology Deployment (ITD) projects which advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations.

With the increased funding, FMCSA will be able to increase its support for additional traffic enforcement activities at State, local, and tribal enforcement agencies in identified areas with higher than average crash rates. The focus will be on the CMV crash-contributing driver factors such as unsafe speeding, impairment, and overall distraction that occur within their jurisdictions. Additionally, the BIL funding prioritizes increased emphasis on the prevention and detection of human trafficking and establishes a program for grants funding to States to immobilize or impound passenger carrying CMVs that are determined to be unsafe for fail inspection.

Commercial Driver License Program Implementation (CDLPI) Grants: FMCSA requests **\$42.7 million**. This budget proposal includes BIL supplemental funding in the amount of **\$16.0 million** to support CDLPI grants. FMCSA awards these discretionary grants to the State agency designated as the primary driver licensing agency responsible for the

development, implementation, and maintenance of the CDL program. These grants may also be awarded for the implementation of other CDL requirements such as the Entry Level Driver Training - Training Provider Registry, as well as the electronic exchange of CDL violation information. With the additional \$16 million, FMCSA will provide financial assistance to accelerate State licensing agencies adoption of key upcoming FMCSA data accountability mandates, all of which require State Driver Licensing Agencies (SDLA) to upgrade their IT systems. The mandates require electronic CDL conviction data exchange, and downgrade of CDLs for drivers whose positive tests for drugs or alcohol appear in the Drug and Alcohol Clearinghouse.

Commercial Motor Vehicle - Enforcement Training & Support Grants (CMV-ETS):

FMCSA requests **\$5 million** in FY 2023 for this discretionary grant, first authorized in FY 2022 under the BIL. CMV-ETS establishes a State Partners training program through discretionary grants for nonprofit organizations to provide training to non-Federal employees who conduct CMV enforcement activities and to develop related training materials.

What benefits will be provided to the American public through this request and why is this program necessary?

Across the Agency and Department's strategic objectives designed to help achieve this critical safety mission, FMCSA's budget proposal focuses primarily on the following key priorities:

Prioritizing Safety: The proposal continues 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. With the additional resources provided under the BIL, FMCSA will be able to expand on current initiatives and implement new priorities. Key activities include:

- Additional funding for two grant programs, the MCSAP formula and the HPAP discretionary grants, will significantly expand proven on-the-ground enforcement by State, local, and tribal jurisdictions that prioritize removing unsafe drivers from the roadways. Emphasis would be on traffic enforcement that targets crash contributors such as unsafe speed, seat belt usage, cell/text compliance, impairment, and overall distraction, especially in high crash areas and work zones, and bicycle/pedestrian pathways. Priorities include the identification and deterrence of human trafficking.
- The effective dates of two key safety accountability rules are years away. The first requires States to automatically downgrade and disqualify prohibited drivers who have tested positive in a pre-employment or random drug or alcohol test. The second mandates States to stop using paper records and to implement an exclusive electronic exchange of history including the posting of convictions, withdrawals, and disqualifications through the Commercial Driver's License Information System (CDLIS). This will allow law enforcement to take timely action on CDL drivers suspended from operating CMVs. Funding through our CDLPI grants will provide States with resources, such as upgrades to on-site inspections and IT, and to accelerate adoption of these two important administrative enforcement tools.

- Currently, a requirement to receive MCSAP funding is the participation in the Performance and Registration Information Systems Management (PRISM). The system allows law enforcement to quickly identify motor carriers and CMVs that are operating in violation of FMCSA rules and take them off the road. Today this system only contains data for CMVs over 26,000 pounds. However, because the sector of lighter CMVs is growing, as are their crash rates, additional MCSAP funding will be used to expand PRISM to include data on 10,000 to 26,000 pound CMVs and the motor carriers who are operating them, so these lighter unsafe vehicles and drivers can be taken also be taken off the road.

Equity: FMCSA is committed to advancing equity through its policies, programs, and operations. The Agency will conduct outreach to underserved populations and communities to better understand barriers to participation in programs. In addition to FMCSA's current efforts to promote equity, with additional IIJA funding, FMCSA will undertake the following initiatives:

- Expand the CMVOST grant work and include community-based apprenticeship training to potential CDL drivers focusing on underserved communities in accordance with Administration policy. The program's funding will be for recruitment, training, technology, placement, retention, and graduates' safety records.

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 2023.

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Section 4: Research and Technology

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Department of Transportation
FY 2023 Budget
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Exhibit IV-1 Research, Development and Technology (RD&T): Budget Authority
(Budget Authority in Thousands)

Budget Account	FY 2021 ENACTED	FY 2022 CR (with IIJA Oblim)	FY 2023 Request	Applied	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Motor Carrier Safety Operations and Programs - Research & Technology	\$ 9,073	\$ 14,073	\$ 14,073	\$ 13,855	\$ -	\$ -	\$ 218	\$ -
<i>Produce Safer Drivers</i>	\$ 3,288	\$ 5,032	\$ 3,682	\$ 3,464	\$ -	\$ -	\$ 218	\$ -
<i>Improve Safety of CMVs</i>	\$ 1,681	\$ 1,558	\$ 2,489	\$ 2,489	\$ -	\$ -	\$ -	\$ -
<i>Produce Safer Carriers</i>	\$ 3,227	\$ 5,557	\$ 1,764	\$ 1,764	\$ -	\$ -	\$ -	\$ -
<i>Advance Safety Through Info- Based Initiatives</i>	\$ 877	\$ 1,926	\$ 3,897	\$ 3,898	\$ -	\$ -	\$ -	\$ -
<i>Enable & Motivate Internal Excellence</i>	\$ -	\$ -	\$ 2,241	\$ 2,240	\$ -	\$ -	\$ -	
Administrative (GOE)	\$ 3,010	\$ 3,010	\$ 3,010	\$ 2,784	\$ -	\$ -	\$ 226	\$ -
Total	\$ 12,083	\$ 17,083	\$ 17,083	\$ 16,639	\$ -	\$ -	\$ 444	\$ -

Department of Transportation
FY 2023 Budget Request
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Exhibit IV-2 RD&T by DOT Strategic Goals
(Budget Authority in Thousands)

Motor Carrier Safety Operations and Programs	FY 2023 Request	SAFETY	ECONOMIC STRENGTH & GLOBAL COMPETITIVENESS	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE
Research & Technology (R&T)							
<i>Produce Safer Drivers</i>	\$ 3,682	\$ 3,304	\$ 324	\$ -	\$ -	\$ 54	\$ -
<i>Improve Safety of CMVs</i>	\$ 2,489	\$ 2,165	\$ -	\$ -	\$ -	\$ 324	\$ -
<i>Produce Safer Carriers</i>	\$ 1,764	\$ 1,168	\$ 54	\$ -	\$ -	\$ 542	\$ -
<i>Advance safety and research through Info-Based Initiatives</i>	\$ 3,897	\$ 1,544	\$ -	\$ 324	\$ 649	\$ 1,380	\$ -
<i>Enable & Motivate Internal Excellence</i>	\$ 2,241	\$ -	\$ -	\$ -	\$ -	\$ 1,353	\$ 888
Subtotal R&T	\$ 14,073	\$ 8,181	\$ 378	\$ 324	\$ 649	\$ 3,653	\$ 888
Administrative (GOE)	\$ 3,010	\$ 1,749	\$ 81	\$ 70	\$ 138	\$ 781	\$ 191
Total R&T Program	\$ 17,083	\$ 9,930	\$ 459	\$ 394	\$ 787	\$ 4,434	\$ 1,079

FY 2023 Budget Request
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Research & Technology 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 (RD&T) 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 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 employs mechanisms to assess the utility of the R&T Program. FMCSA's Research Executive Board (REB), comprising members from across the Agency, review R&T projects. FMCSA collaborates with the Department's Office of Research and Technology through numerous forums, activities, and the Annual Modal Research Planning (AMRP) process. 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, including the Department's RD&T team, 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 CMV industry.

In FY 2023 FMCSA will conduct research projects to advance all the Department's strategic goals. In support of the **Safety** strategic goal, FMCSA will continue the Large Truck Crash Causal Factors Study (LTCCFS) project, which uses the paradigm of "safe-design," to move from crashworthiness to enhancing crash avoidance, thereby saving lives. This project will produce extensive CMV-specific data which will be of use to other research projects supporting other goals. Also, FMCSA CMV subject matter experts will work collaboratively with the National Highway Traffic Safety Administration (NHTSA) as the lead-Agency for rulemaking related to Automatic Emergency Braking (AEB). These SMEs will also support FMCSA's speed limiter rule-making activities.

In support of the Climate and Sustainability strategic goal, the R&T Program will conduct research into environmental costs associated with CMV crashes, including carbon emissions associated with delays. Findings will be used to update previous studies and provide a foundation for addressing crash impacts

outside of lives lost, injuries, and other direct costs. Other projects supporting this strategic goal include studying anti-idling truck technology as an assessment of potential truck emission reductions from truck platoons and self-driving trucks, and the development of procedures and emergency responder training for safe electric CMV roadside and post-crash inspections.

New technologies have been introduced to the CMV industry at a rapid pace, and as a result FMCSA is undertaking significant research related to automated vehicles (AV) including research associated with advanced driver assistance systems (ADAS) and automated driver systems (ADS). These research projects support the Transformation strategic goal and ensure AV research will contribute to research-based regulatory review and futureproofing of FMCSA's safety-based regulatory role. Additional Transformation-relevant research will focus on how autonomous vehicles interact with border crossings, laying foundations for automation's safe expansion into international commerce.

FMCSA's Innovative Technology Deployment (ITD) grant program, which supports safety, and helps support the Department's Economic Strength and Global Competitiveness strategic goal, will continue in FY 2023. The ITD program provides significant resources to FMCSA's State partners allowing those states enforcement officers to rapidly transfer roadside information to their inspection facilities. This information is also transferred to other CMV-safety infrastructure and e-commerce services. FMCSA's participation in the Small Business Innovation Research (SBIR) program supports the growth of small business through seed funding for potential high impact CMV research. Another project associated with this strategic goal addresses Skill Performance Certificate Evaluations. This project will analyze how standards apply to drivers with physical differences considering new advances in prostheses, therapies, and other factors informing the ability of drivers to safely operate CMVs.

Planned new research supporting the Equity strategic goal includes a project to assess the equity of CMV inspection and enforcement. This project will examine the frequency and outcome of inspection and enforcement actions to determine whether demographic biases exist. Research activities supporting the Organizational Excellence strategic goal include participation with the Office of Research and Technology (OST-R) on the RD&T Planning Team, development of the Annual Modal Research Plan, and project management best practices in the areas of project planning, procurement, data collection, reporting, and risk management.

FMCSA's FY 2023 research portfolio includes activities to implement mandates set forth in the Bipartisan Infrastructure Law (BIL), including a study of the impact of driver compensation methods on safety and retention, as well as a high-priority study of the safety of a pilot program which allows employers to establish apprenticeship programs for younger commercial drivers to operate in interstate commerce with an experienced driver in the passenger seat, the Safe Driver Apprenticeship Pilot Program. As recommended by the Office of Inspector General, FMCSA will conduct a project recommended to study the effect of detention time on safety and operations.

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Section 5: Information Technology

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Department of Transportation
FY 2023 Budget Request
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Exhibit V: Information Technology Budget Narrative
(Budget Authority in Thousands)

Budget Account	FY 2021 Enacted	FY 2022 CR (w/ IIJA Oblim)	FY 2023 President's Budget
Motor Carrier Safety Operations and Programs	\$ 80,362	\$ 41,277	\$ 63,098
<i>FMCSA Programmatic IT GOE Fund</i>	\$ 4,915	\$ 5,943	\$ -
<i>Commodity IT SS WCF IT/IM Fund</i>	\$ 31,824	\$ 11,615	\$ 26,853
<i>FMCSA Programmatic IT</i>	\$ 43,623	\$ 23,719	\$ 36,245
Motor Carrier Safety Grants	\$ 315	\$ 1,046	\$ 1,102
<i>Grant Takedown Programmatic IT</i>	\$ 315	\$ 1,046	\$ 1,102
Total	\$ 80,677	\$ 42,323	\$ 64,200

FMCSA requests **\$64.2 million** in FY 2023 for information technology that supports its safety and regulatory programs as well as the Department's ongoing initiative to transform and continue to 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 2023. 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.

FMCSA requests **\$26 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

FMCSA requests **\$38 million** to support operating and maintaining the Agency's mission-specific IT systems that support its safety and regulatory programs, as well as executing appropriate development and modernization efforts to responsibly replace and retire or enhance outdated legacy systems.

- Programmatic IT Operations – The following systems are supported within this portfolio: Senti, Legacy Compliance Systems, Legacy Enforcement Systems, FMCSA Portal, Analysis and Information (A&I) Online, Legacy Enterprise Mission Support Services, DataQs, Help and Service Desk, IT Management, Hosting Data Center, Commercial DriverLicense Information System (CDLIS) Gateway, eFOTM, IAA-Castle, National Registry of Certified Medical Examiners (NR), and NLETS.
- Programmatic IT – The following development, modernization, and enhancement efforts are included within this portfolio: Drug and Alcohol Clearinghouse, Enterprise DataManagement, Capri, CaseRite and UFA/AIM Re-architect, Motor Carrier Management Information System (MCMIS), and Training Provider Registry (TPR).
- Grant Takedown – This supports all the FMCSA Grants Solutions programs as well as the FMCSA Commercial Vehicle Safety Plan (CVSP) online tool, named eCVSP, which helps ensure that States satisfy the CVSP requirements in 49 CFR § 350.213, and expedites FMCSA’s associated regulatory process.

Section 6: 10-Year Funding History Table

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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
2007.....	223,000,000	2006 Rescission of Contract Authority	(2,130,000) ¹
2008.....	228,000,000	2007.....	74,000,000
2009.....	234,000,000	2008.....	228,000,000
2010.....	239,828,000	2008 Rescission of Contract Authority	(1,815,553) ²
2011.....	244,144,000	2009.....	234,000,000
2012.....	276,000,000	2009 Rescission of Contract Authority	(4,839,259) ³
2013.....	250,000,000	2010.....	239,828,000
2014.....	259,000,000	2011.....	244,144,000
2015.....	315,770,000	2012.....	244,144,000
2016.....	329,180,000	2013.....	251,000,000
2017.....	277,200,000	2014.....	259,000,000
2018.....	283,000,000	2015.....	259,000,000
2019.....	284,000,000	2016.....	267,400,000
2020.....	288,000,000	2017.....	277,200,000
2021.....	288,000,000	2018.....	283,000,000
2022.....	288,000,000	2019.....	284,000,000
2023.....	377,500,000	2020.....	288,000,000
		2021.....	328,143,000
		2022.....	360,000,000

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	APPROPRIATION
2005..... 213,000,000	2006 213,000,000
2006..... 223,000,000	2006 Rescission of Liquidating Cash (2,130,000) ¹
2007..... 228,000,000	2007 210,870,000
2008..... 234,000,000	2008 229,654,000 ²
2009..... 239,828,000	2009 234,000,000
2010..... 259,878,000	2009 Rescission of Liquidating Cash (4,839,259) ³
2011..... 276,000,000	2010 239,828,000
2012..... 250,000,000	2011 239,828,000
2013..... 250,000,000	2012 247,724,000
	2013 249,240,071 ⁴
	2013 251,000,000
2014..... 259,000,000	2013 Across-the-Board Reduction..... (502,000) ⁵
2015..... 315,770,000	2014 259,000,000
	2015 259,000,000
	2015 12,000,000 ⁶
2016..... 329,180,000	2016 267,400,000
2017..... 277,200,000	2017 266,892,000 ⁷
2018..... 283,000,000	2018 275,318,000 ⁸
2019..... 284,000,000	2019 284,000,000
2020..... 288,000,000	2020 288,000,000
2021..... 288,000,000	2021 328,143,000 ⁹
2022..... 288,000,000	2022 360,000,000
2023..... 377,500,000	

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

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

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAM
069-2818
APPROPRIATIONS HISTORY
GENERAL FUND

APPROPRIATION REQUEST	APPROPRIATION ENACTED
2022.....10,000,000	2022.....10,000,000

MOTOR CARRIER SAFETY GRANTS
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.....	387,800,000
2023.....	506,150,000

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
2022.....	496,000,000

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
069X8158
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)

APPROPRIATION ESTIMATES	APPROPRIATION
2006..... 282,000,000	2006 282,000,000
	2006 Rescission of Liquidating Cash (2,820,000) ¹
2007..... 297,508,000	2007 297,411,000 ²
2008..... 300,000,000	2008 300,000,000
	2008 Rescission of Liquidation Cash (11,260,214) ³
2009..... 307,000,000	2009 307,000,000
	2009 Rescission of Liquidating Cash (6,502,558) ⁴
2010..... 310,070,000	2010 310,070,000
2011..... 310,070,000	2011 310,070,000
2012..... 330,000,000	2012 307,000,000
2013..... 330,000,000	2013 308,878,840 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	2021..... 419,800,000 ¹¹
2022..... 387,800,000	2022..... 496,000,000
2023..... 506,150,000	

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

¹¹ 2021 Enacted Appropriation included re-purposed PY Unobligated Balance of \$32,000,000

MOTOR CARRIER SAFETY GRANTS
069-2817
APPROPRIATIONS HISTORY
GENERAL FUND

APPROPRIATION REQUEST	APPROPRIATION ENACTED
2022.....124,500,000	2022.....124,500,000

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.....
2023.....	2023.....

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

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.....
2023.....	2023.....

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

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.....	
2023.....	

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.....	
2023.....	

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.....
2023.....	2023.....

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