



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2025

**FEDERAL MOTOR
CARRIER SAFETY
ADMINISTRATION**

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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Section 1: Overview

Section 1 – Administrator’s Overview

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

FISCAL YEAR 2025 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) FY 2025 Budget requests **\$964.55 million**, **\$908.95 million** in new contract authority, and **\$55.6 million** in prior year unobligated contract authority for **1,384 FTE** to regulate and provide safety oversight of commercial motor carriers. In addition to the funding requested in this Budget, the Bipartisan Infrastructure Law (BIL) provides **\$134.5 million** in advance appropriations, for total anticipated budgetary resources of over **\$1.0 billion** to help the Agency strive for zero fatalities and fully accountable commercial motor vehicle (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, prevention, technology, research, regulation, enforcement, compliance, and grants. 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, consistent with the BIL authorizations:

- Motor Carrier Safety Operations and Programs: **\$382.5 million.**
- Motor Carrier Safety Grants: **\$526.5 million.**

Additionally, FMCSA requests **\$55.6 million** in obligation limitation to support the following two Priority Initiatives:

- **\$12 million:** Medium-duty truck crash causal factors study,
- **\$43.6 million:** Acceleration of IT modernization.

FMCSA also anticipates the following mandatory advance 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.**

Safety is FMCSA's top priority. FMCSA plays a vital role in the implementation of the Department of Transportation's (DOT) National Roadway Safety Strategy (NRSS).¹ The NRSS sets the long-term goal of reaching zero fatalities on our Nation's roadways. The strategy outlines steps DOT will take to advance towards this ambitious goal and lays out priority actions for FMCSA.

The actions outlined provide us with a framework for how to make America's roadways safer. We see prevention as a vital way to ensure that motor carriers and commercial drivers operate safely. We will focus on prevention by utilizing research initiatives, compliance interventions, training requirements, medical fitness standards, and outreach and education efforts.

- FMCSA will also harness technology for safety outcomes. By implementing rulemakings that require motor carriers to use proven commercial vehicle safety technologies, as well as setting guardrails to ensure new technologies have a positive safety benefit, we have the potential to significantly reduce serious and fatal crashes.
- FMCSA continues efforts to modernize its information technology (IT) systems, ensuring that motor carrier safety data is current and accurate. By implementing this measure, FMCSA can effectively stop unsafe motor carriers from operating, while also strengthening our registration system to ensure that safe carriers can continue to operate and support America's supply chains, thus bolstering the economy.
- FMCSA will continue to promote safety through prevention by focusing on the driver. This is at the headwaters of safety, safer drivers, safer roadways; revising the Safety Measurement System to identify high-risk carriers that need intervention; emphasizing highly-visible traffic enforcement and Level 3 (driver-focused) inspections by State and local safety partners, through its Motor Carrier Safety Assistance (MCSAP) formula grant and its High Priority (HP) discretionary grant priorities; and promoting CMV safety in work zones. Additionally, FMCSA will continue to address several "upstream" prevention efforts authorized in BIL/IIJA that are focused on incentivizing safe CMV operations, such as its study of CMV driver compensation methods and the relationship to safety, as well as measuring the frequency and severity of detention time within the trucking industry, or that time when drivers are delayed during the pickup/drop-off portion of their trip, which has negative impacts to their compensation and highway safety, due to the incentive to speed as a result.

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

- Through the Commercial Drivers' License Program Implementation (CDLPI) grant, FMCSA will prioritize safety by making sure that States have real-time, accurate and complete data to remove disqualified and prohibited CMV drivers, such as those who are not medically qualified, did not receive appropriate entry-level driver training, have tested positive for drug or alcohol use, or have licensing convictions. In addition, CDLPI grants will support Economic Strength and Global Competitiveness through continued State implementation, oversight and enhancements of FMCSA's entry-level driver training regulations, thereby making the process to obtain a CDL more efficient, thus facilitating the new driver pipeline into the industry.
- FMCSA will support the Department's Safety goals in executing a robust rulemaking schedule that harnesses technology to bring about safer speeds and safer vehicles as part of the NRSS safe systems approach. This includes rulemakings concerning Speed Limiting Devices, Automatic Emergency Braking, Advanced Driver Assistance Systems (ADAS), and Automated Driver Systems (ADS) technology deployment.
- FMCSA will continue to execute a robust research agenda with cross-cutting impacts on safety programs, including the Large Truck Crash Causal Factors Study (LTCCFS) and the Medium-Duty Truck Crash Causal Factor Study (MDTCCFS), which will identify and analyze contributing factors in CMV-involved crashes, thus allowing crash preventative countermeasures to be adopted and deployed by other DOT modes and safety partners.
- FMCSA will broaden its commercial and consumer protection presence by focusing on improving consumer protection and reducing fraud by household goods carriers who deliberately hold consumers' personal belongings hostage and brokers who operate without the proper credentials, all of which can have adverse impacts within communities.
- FMCSA will promote transportation equity through activities such as identifying any disparities in enforcement through its research and communicating the results to its State and local law enforcement grantees through training and outreach;
- FMCSA continues the operation of the Agency's four statutorily mandated Federal Advisory Committee Act (FACA) groups: 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), all of which bring diverse viewpoints to the work of FMCSA. The WOTAB and TLTF committees are scheduled to complete their final reports in the first quarter of FY 2025.
- FMCSA will stimulate economic strength and global competitiveness by proactively working to strengthen America's supply chains, address bottlenecks, and thereby help

lower consumer prices for Americans. Additionally, with the support of the Commercial Driver's License Program Implementation (CDLPI) grants, the State Driver Licensing Agencies (SDLA) will also be completing the implementation of the electronic Commercial Driver's License Information System (CDLIS) data exchange of driver conviction files between States. SDLAs will be able to improve the accuracy of CDL driver records and therefore CMV safety by using these more timely CDL records to identify and remove unsafe drivers from the road more expeditiously.

- FMCSA will support climate and sustainability goals through research activities that lead to the reduction of greenhouse gas emissions, such as the electronic or "Level VIII" Roadside Inspection program, which will implement an operational test of large truck inspections while the vehicles travel at highway speeds, thereby significantly reducing large truck emissions while idling at inspection stations, while also increasing industry efficiency and improving safety.
- FMCSA will promote Organizational Excellence by using all the hiring methodologies, such as Special and Direct Hire Authorities, afforded the Agency to staff up to meet the BIL mandates and opportunities. FMCSA established a Recruitment Technical Advisory Group (R-TAG) that will continue efforts to attract and recruit people with the skills that our agency needs to be successful. FMCSA will proactively seek out external stakeholders to focus on diversity and opportunity. The Office of Human Resources (OHR) has expanded its staff recruitment program with the addition of two full-time HR specialists and two equity coordinators to address FMCSA workforce needs, lead recruitment efforts, and implement the Department's Equity Action Plan. This expansion was made possible through the implementation of the R-TAG, which focuses on addressing Agency workforces gaps by participating in recruitment and outreach efforts that build upon Diversity, Equity, Inclusion, and Accessibility (DEIA) within FMCSA. In FY 2023, FMCSA took part in more than 70 recruitment events all over the country. Looking ahead, we plan to continue and enhance our efforts in this area.
- FMCSA will continue the transformation and modernization of its vast network of individual systems by modernizing IT systems by consolidating onto fewer platforms; maturing the IT governance process; maintaining a strategy to mitigate cybersecurity threats; and assuring data is complete, accurate, timely, and shared between state driver's licensing agencies and other safety enforcement partners throughout the country. Nevertheless, the FMCSA has several non-compliant systems in its current operation. The FMCSA had requested an extra \$36 million in FY 2024 from the unobligated funds of the prior year, to support their IT modernization efforts. These efforts are expected to be completed by the end of FY 2026.

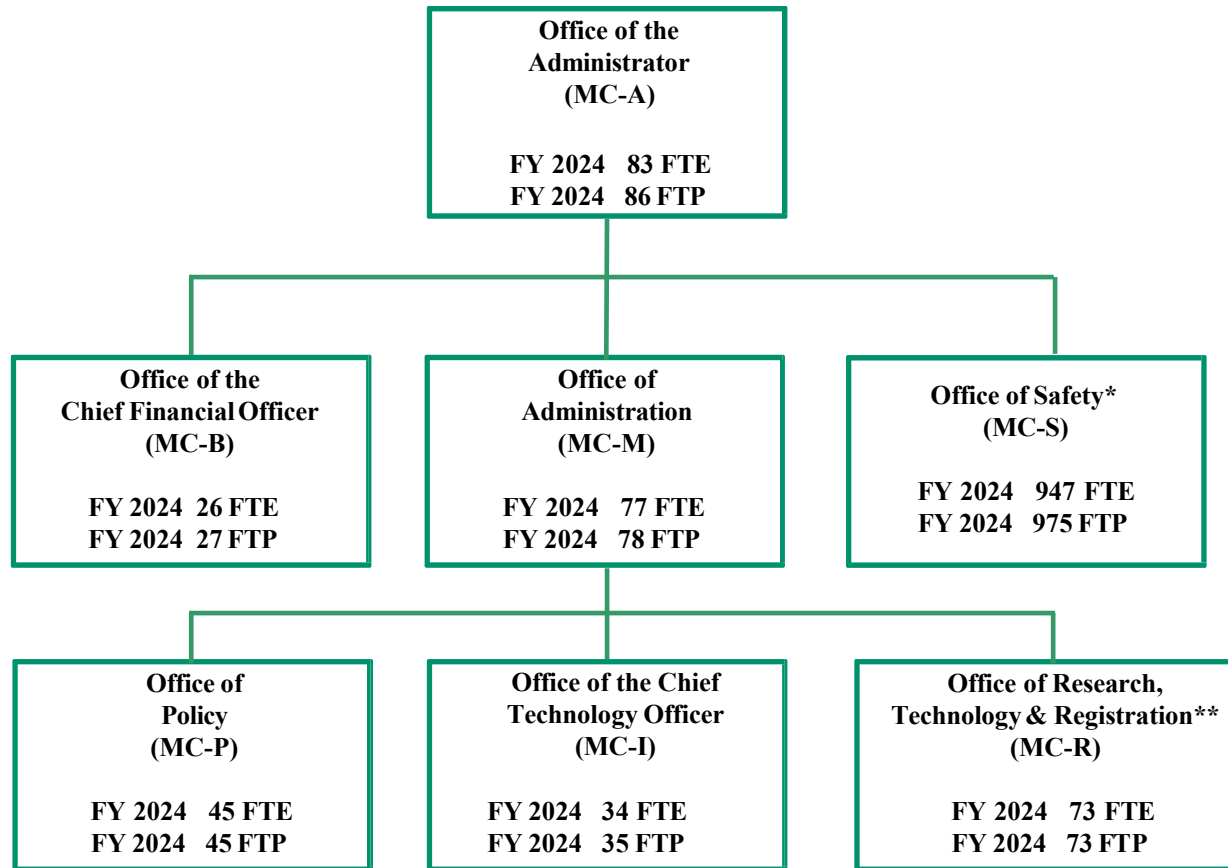
- This request supports the DOT priorities of safety, equity, economic strength, climate & sustainability, transformation, and organizational excellence. It also supports FMCSA's priorities of adopting a driver focus approach to prevent crashes, injuries, and fatalities; harnessing technology for safety outcomes; grants for greater impact; closing loopholes for driver licensing, carrier registration, and consumer protection; and telling our story. FMCSA is confident this Budget proposal contains the operational and grant resources needed to ensure our actions lead to safer people, safer roads, safer vehicles, and safer speeds driving the Department's efforts to achieve zero fatalities on our Nation's roadways.

The Agency will work with its state partners, safety advocacy groups, and the transportation industry to fully implement action items listed in the NRSS to continue to reverse the trend in commercial motor vehicle-related fatalities and injuries. FMCSA will continue to use inspection and crash data to identify high-risk carriers for interventions to improve their safety performance. The Agency will initiate a rulemaking to update its safety fitness determination process to provide a more effective means of stopping the motor carrier operations of unfit carriers that fail to improve their safety management controls. FMCSA's safety initiatives will be data-driven with IT system modernization that supports improved tracking of the Agency's performance towards the long-term goal of zero fatalities.

Exhibit I-A

Federal Motor Carrier Safety Administration

FY 2024 FTE/FTP Organization Chart



Total FY 2024 FTE Estimate: 1,285 FTE

Total FY 2024 FTP Estimate: 1,319 FTP

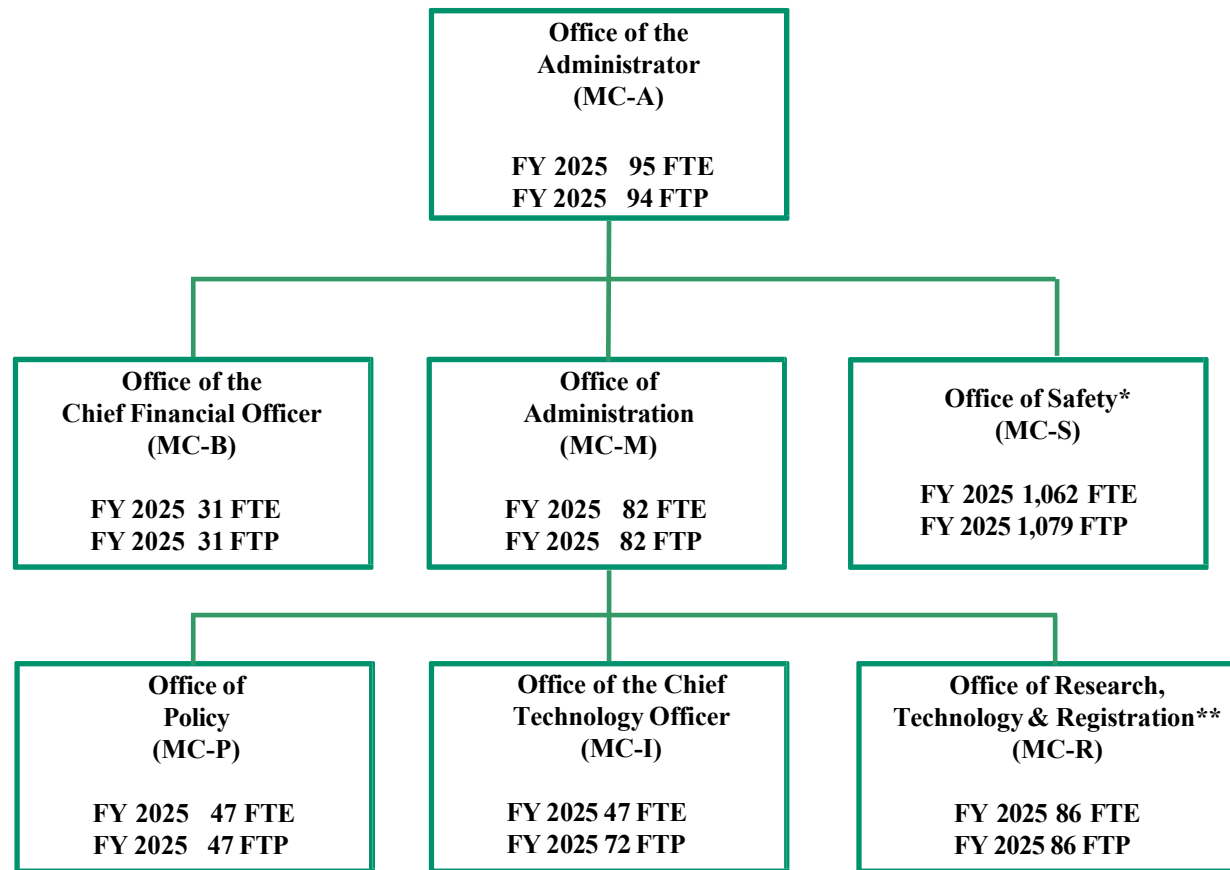
* Includes 7 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

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

Exhibit I-A

Federal Motor Carrier Safety Administration

FY 2025 FTE/FTP Organization Chart



Total FY 2025 FTE Estimate: 1,450 FTE

Total FY 2025 FTP Estimate: 1,469 FTP

* Includes 12 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 54 FTE funded with Licensing & Insurance (L & I) collected fees

Section 2: Budget Summary Tables

EXHIBIT II-1
FY 2025 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
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ACCOUNT NAME	M / D	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 REQUEST
Base Budget:				
Motor Carrier Safety Operations and Programs (TF)				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 367,500	\$ 367,500	\$ 382,500
Liquidation on Obligation		\$ (367,500)	\$ (367,500)	\$ (382,500)
Motor Carrier Safety Grants (TF)				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 506,150	\$ 506,150	\$ 526,450
Liquidation on Obligation		\$ (506,150)	\$ (506,150)	\$ (526,450)
Total Base Contract Authority Gross (TF)		\$ 873,650	\$ 873,650	\$ 908,950
[Mandatory BA]		\$ 873,650	\$ 873,650	\$ 908,950
[Discretionary BA]				
Rescissions				
Transfers				
Offsets				
Total Base Budget (Contract Authority) Net		\$ 873,650	\$ 873,650	\$ 908,950
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	\$ 10,000	\$ 10,000	\$ 10,000
Motor Carrier Safety Grants (GF)	D	\$ 124,500	\$ 124,500	\$ 124,500
Grand Total, All Appropriations		\$ 1,008,150	\$ 1,008,150	\$ 1,043,450

EXHIBIT II-2
FY 2025 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	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 REQUEST
Motor Carrier Safety Operations and Programs (TF)	M	\$ 367,500	\$ 367,500	\$ 438,100
Operating Expenses		\$ 290,329	\$ 290,329	\$ 305,329
Research and Technology		\$ 14,073	\$ 14,073	\$ 26,073
Information Technology		\$ 63,098	\$ 63,098	\$ 106,698
Motor Carrier Safety Grants (TF)	M	\$ 506,150	\$ 506,150	\$ 526,450
Motor Carrier Safety Assistance Program (MCSAP)		\$ 398,500	\$ 398,500	\$ 414,500
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 1,200	\$ 1,200	\$ 1,400
High Priority Activities Program (HPAP)		\$ 58,800	\$ 58,800	\$ 61,200
Commercial Drivers' License (CDL) Program Implementation Program		\$ 42,650	\$ 42,650	\$ 44,350
CMV Enforcement Training & Support (CMVETS)		\$ 5,000	\$ 5,000	\$ 5,000
TOTALS				
Gross New Budgetary Resources		\$ 873,650	\$ 873,650	\$ 964,550
TOTAL BUDGETARY RESOURCES:		\$ 873,650	\$ 873,650	\$ 964,550
IIJA Supplemental (Division J)		\$ 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		\$ 1,008,150	\$ 1,008,150	\$ 1,099,050

EXHIBIT II-3
FY 2025 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	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total	
Motor Carrier Safety Operations and Programs	\$ 123,479	\$ 322	\$ 2,099	\$ 657	\$ 4,953	\$ 306,590	\$ 438,100	
Operating Expenses	\$105,505	\$ -	\$ 1,400	\$ -	\$ -	\$198,424	\$ 305,329	
Research and Technology	\$ 17,974	\$ 322	\$ 699	\$ 657	\$ 4,953	\$ 1,468	\$ 26,073	
Information Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,698	\$ 106,698	
Motor Carrier Safety Grants	\$ 480,700	\$ 44,350	\$ 1,400	\$ -	\$ -	\$ -	\$ 526,450	
Motor Carrier Safety Assistance Program (MCSAP)	\$ 414,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 414,500	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ -	\$ -	\$ 1,400	\$ -	\$ -	\$ -	\$ 1,400	
High Priority Activities Program (HPAP)	\$ 61,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,200	
Commercial Drivers' License (CDL) Program Implementation Program	\$ -	\$ 44,350	\$ -	\$ -	\$ -	\$ -	\$ 44,350	
CMV Enforcement Training & Support (CMVETS)	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	
IJA 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	\$ 694,179	\$ 60,672	\$ 5,499	\$ 657	\$ 31,453	\$ 306,590	\$ 1,099,050	

EXHIBIT II-4
FY 2025 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
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		(A)	(B)	(C)
	<u>M / D</u>	<u>FY 2023 ENACTED</u>	<u>FY 2024 ANNUALIZED CR</u>	<u>FY 2025 REQUEST</u>
Motor Carrier Safety		\$ -	\$ -	\$ -
National Motor Carrier Safety Program		\$ -	\$ -	\$ -
Motor Carrier Safety Operations and Program	D	\$ 360,000	\$ 449,000	\$ 470,000
Motor Carrier Safety Grants	D	\$ 463,000	\$ 551,000	\$ 548,000
TOTAL:		<u><u>\$ 823,000</u></u>	<u><u>\$ 1,000,000</u></u>	<u><u>\$ 1,018,000</u></u>
IIJA Supplemental (Division J)				
Motor Carrier Safety Operations and Program	D	\$ 2,000	\$ 10,000	\$ 10,000
Motor Carrier Safety Grants	D	\$ 38,000	\$ 100,000	\$ 113,000
Grand Total, Outlays from all Appropriations		<u><u>\$ 863,000</u></u>	<u><u>\$ 1,110,000</u></u>	<u><u>\$ 1,141,000</u></u>
[Mandatory]		\$ -	\$ -	\$ -
[Discretionary]		\$ 863,000	\$ 1,110,000	\$ 1,141,000

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 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 REQUEST
	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base				
PERSONNEL RESOURCES (FTE)													
Direct FTE	1235	1235		34					67	1336	48	1384	
L&I FTE (Offsetting Collection)	43	43							6	49	5	54	
DACH FTE (Offsetting Collection)	7	7							2	9	3	12	
Total FTE	1285	1285								1394	56	1450	
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits (S&B)	\$182,431	\$182,431	\$2,372	\$5,181	\$2,736	\$772				\$193,492	\$6,333	\$199,824	
Travel	\$5,899	\$5,899								\$5,899		\$5,899	
Transportation	\$368	\$368							\$7	\$376		\$376	
GSA Rent	\$15,359	\$15,359					(\$1,554)			\$13,805		\$13,805	
Communications, & Utilities	\$306	\$306							\$6	\$312		\$312	
Printing	\$357	\$357								\$357		\$357	
Contracts	\$74,784	\$74,784								\$74,784	(\$4,316)	\$70,468	
Other Services:													
- WCF	\$9,753	\$9,753						\$3,442		\$13,195		\$13,195	
Supplies	\$561	\$561							\$11	\$572		\$572	
Equipment	\$241	\$241							\$5	\$246		\$246	
Insurance Claims and Indemnities	\$270	\$270							\$5	\$275		\$275	
Gross New Budgetary Authority	\$290,329	\$290,329	\$2,372	\$5,181	\$2,736	\$772	(\$1,554)	\$3,442	\$35	\$303,312	\$2,017	\$305,329	
PROGRAMS													
Research and Technology	\$14,073	\$14,073								\$14,073	\$12,000	\$26,073	
Information Technology	\$37,098	\$37,098							(\$17,100)	\$19,998	\$43,600	\$63,598	
- WCF IT	\$26,000	\$26,000							\$17,100	\$43,100		\$43,100	
Programs Subtotal	\$77,171	\$77,171						\$0	\$0	\$77,171	\$55,600	\$132,771	
TOTAL	\$367,500	\$367,500	\$2,372	\$5,181	\$2,736	\$772	(\$1,554)	\$3,442	\$35	\$380,483	\$57,617	\$438,100	

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 (GF) 69-2818 2025/2028	Baseline Changes										FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 REQUEST
	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base				
PERSONNEL RESOURCES (FTE)												0	0
Direct FTE	0	0										0	0
<u>FINANCIAL RESOURCES</u>													
ADMINISTRATIVE EXPENSES													
Motor Carrier Safety Operations and Programs (Admin Expenses)	\$10,000	\$10,000										\$10,000	\$10,000
Subtotal	\$10,000	\$10,000										\$10,000	\$0 \$10,000
TOTAL	\$10,000	\$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

	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 REQUEST
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0		0
										0		0
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Motor Carrier Safety Assistance Program (MCSAP)	\$398,500	\$398,500								\$398,500	\$ 16,000	\$414,500
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,200	\$1,200								\$1,200	\$ 200	\$1,400
High Priority Activities Program (HPAP)	\$58,800	\$58,800								\$58,800	\$ 2,400	\$61,200
Commercial Drivers' License (CDL) Program Implementation Program	\$42,650	\$42,650								\$42,650	\$ 1,700	\$44,350
CMV Enforcement Training & Support (CMVETS)	\$5,000	\$5,000								\$5,000	\$ -	\$5,000
Subtotal	\$506,150	\$506,150								\$506,150	\$20,300	\$526,450
TOTAL	\$506,150	\$506,150								\$506,150	\$20,300	\$526,450

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 2025/2028

	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 REQUEST
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0		0
										0		0
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Motor Carrier Safety Assistance Program (MCSAP)	\$80,000	\$80,000								\$80,000		\$80,000
Commercial Motor Vehicle (CMV) Operator Grant Program	\$2,000	\$2,000								\$2,000		\$2,000
High Priority Activities Program (HPAP)	\$26,500	\$26,500								\$26,500		\$26,500
Commercial Drivers' License (CDL) Program Implementation Program	\$16,000	\$16,000								\$16,000		\$16,000
Subtotal	\$124,500	\$124,500								\$124,500	\$0	\$124,500
TOTAL	\$124,500	\$124,500								\$124,500	\$0	\$124,500

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

	<u>FY 2023 ENACTED</u>	<u>FY 2024 ANNUALIZED CR</u>	<u>FY 2025 REQUEST</u>
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 35,753	\$ 35,753	\$ 56,295
TOTAL	<u>\$ 35,753</u>	<u>\$ 35,753</u>	<u>\$ 56,295</u>

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

	<u>FY 2023</u> <u>ACTUAL</u>	<u>FY 2024</u> <u>ANNUALIZED CR</u>	<u>FY 2025</u> <u>REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,041	1,235	1,384
<i>IJA (non-add)</i>	56	67	81
<i>Baseline (non-add)</i>	1,179	1,235	1,302
SUBTOTAL, DIRECT FUNDED	<u>1,041</u>	<u>1,235</u>	<u>1,384</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct License & Insurance (L & I) Fee Collection*	43	43	54
Direct Drug and Alcohol Clearinghouse (DACH)			
Fee Collection**	7	7	12
SUBTOTAL, OTHER	<u>50</u>	<u>50</u>	<u>66</u>
TOTAL FTEs	<u>1,091</u>	<u>1,285</u>	<u>1,450</u>

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

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

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

	<u>FY 2023 ACTUAL</u>	<u>FY 2024 ANNUALIZED CR</u>	<u>FY 2025 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,014	1,336	1,403
<i>IIJA (non-add)</i>	54	67	67
<i>Baseline (non-add)</i>	960	1,269	1,336
SUBTOTAL, DIRECT FUNDED	<u>1,014</u>	<u>1,336</u>	<u>1,403</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct License & Insurance (L & I) Fee Collection*	43	43	54
Direct Drug and Alcohol Clearinghouse (DACH) Fee Collection**	7	7	12
SUBTOTAL, OTHER	<u>50</u>	<u>50</u>	<u>66</u>
TOTAL POSITIONS	<u>1,064</u>	<u>1,386</u>	<u>1,469</u>

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

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

Section 3: Budget Request by Appropriation

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, **\$382,500,000**, 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 **\$438,100,000**, for "Motor Carrier Safety Operations and Programs" for fiscal year 2025, of which not less than **\$106,698,000**, to remain available for obligation until September 30, 2027, is for development, modernization, enhancement, and continued operation and maintenance of information technology and information management, and of which not less than **\$14,073,000**, to remain available for obligation until September 30, 2027, is for the research and technology program and of which not less than **\$12,000,000** shall be available for a medium-duty truck crash causal factor study and shall remain available until expended.

Provided further, **\$55,600,000** in obligation limitation provided in the previous proviso shall be made available from prior year unobligated amounts provided for Operations and Programs and Motor Carrier Safety Grants in prior year appropriations or authorization Acts and transferred to this account.

Provided further, That the activities funded by the previous proviso may be accomplished through direct research activities, grants, cooperative agreements, contracts, intra or inter-agency agreements, or other agreements with public organizations:

Provided further, That such amounts, payments, and obligation limitation as may be necessary to carry out the medium-duty truck crash causal factor may be transferred and credited to appropriate accounts of other participating Federal agencies.

EXHIBIT III-1
Motor Carrier Safety Operations and Program (69-X-8159) (69-2818 2025/2028)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 REQUEST
Operating Expenses (TF)	\$ 290,329	\$ 290,329	\$ 305,329
Research and Technology (TF)	\$ 14,073	\$ 14,073	\$ 26,073
Information Technology (TF)	\$ 63,098	\$ 63,098	\$ 106,698
TOTAL, Base appropriations	\$ 367,500	\$ 367,500	\$ 438,100
FTEs			
Direct Funded	1,235	1,235	1,384
Direct L&I Fee Collection	43	43	54
Direct DACH Collection	7	7	12
IIJA Supplemental Advance Appropriations			
Operating Expenses (GF)	\$ -	\$ 10,000	\$ 10,000
TOTAL, Supplemental appropriations	\$ -	\$ 10,000	\$ 10,000
TOTAL	\$ 367,500	\$ 377,500	\$ 448,100

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 highly automated vehicles and related technology, and information technology/management, safety outreach, and education.

EXHIBIT III-1a
Motor Carrier Safety Operations and Program (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2024 TO FY 2025
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2024 ANNUALIZED CR	<u>\$367,500</u>	<u>1,285</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$2,372	
Annualization of new FY 2024 FTE	\$5,181	34
FY 2025 Pay Raises	\$2,736	
Adjustment for Compensable Days (261)	\$772	
GSA Rent	(\$1,554)	
Working Capital Fund	\$3,442	
Inflation and other adjustments to base	\$35	75
SUBTOTAL, ADJUSTMENTS TO BASE	\$12,984	1394
PROGRAM REDUCTIONS		
Travel	\$0	
Printing	\$0	
Contracts	(\$4,316)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$4,316)	0
PROGRAM INCREASES		
Information Technology	\$43,600	
Research and Technology	\$12,000	
Salaries & Benefits	\$6,333	56
SUBTOTAL, PROGRAM INCREASES	\$61,933	56
FY 2025 REQUEST	\$438,100	1,450
Supplemental Appropriations	\$10,000	
TOTAL	\$448,100	1,450

Detailed Justification for the Office of the Administrator

FY 2025 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$12,261	\$12,261	\$15,053	\$2,792
Program Costs	\$9,001	\$9,001	\$7,313	(\$1,689)
Admin Reserve	\$2,000	\$2,000		
Total	\$23,262	\$23,262	\$22,366	\$1,104
FTE	83	86	95	9

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

FMCSA requests **\$22.4 million** and **95 FTEs** to support the Office of the Administrator (OA) in FY 2025. The OA contains key leadership positions within FMCSA, including the Administrator, Deputy Administrator (DA), Office of the Executive Director (OED) / Chief Safety Officer (CSO), Office of Chief Counsel (OCC), Office of Civil Rights (OCR), Office of Government Affairs (OGA), Office of External Affairs (OEA), and Office of the Executive Secretariat (OES). The Administrator provides executive direction for the FMCSA headquarters and field offices and is directly accountable to the Secretary and Deputy Secretary of the DOT for a successful mission and program accomplishments. The Administrator advises the Secretary on all 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 OA 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 OA's staff works across the Agency and Department to ensure success in implementing the Bipartisan Infrastructure Law (BIL) through increased grants and by prioritizing safety, modernizing FMCSA's IT, enabling new technology, implementing a robust regulatory agenda, and increasing government efficiency and effectiveness.

Office of Chief Counsel

The Office of the Chief Counsel (OCC) provides legal services for all aspects of FMCSA programs and functions. These legal services include: development of CMV and highway safety regulations; preparation of emergency declarations to provide limited regulatory relief for interstate motor carriers proving direct assistance in the delivery of goods and services during national and regional emergencies; review of waiver requests, exemption applications, and petitions for rulemaking; efficient and effective and fair 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 also provides technical and substantive feedback on legislation and develops clear guidance documents for regulated entities to encourage compliance.

The OCC consists of four Divisions:

The Regulatory and Legislative Affairs Division evaluates both existing and potential regulations, including technology-based regulations such as those governing Automatic Emergency Braking and Autonomous Driving Systems. The assessment is conducted to verify compliance with the Administrative Procedural Act and other relevant laws. Additionally, the team ensures that regulations are fair, cost-effective, and data driven. These attorneys also review Agency guidance to ensure that it remains current, is consistent with regulatory goals, and encourages compliance. This Division provides legal support on applications for waivers and exemptions, to ensure that roadway safety is maintained and that legal requirements for regulatory relief are met. These attorneys support the development and implementation of solutions to the underlying “root causes” of safety problems, including via the driver compensation study being conducted by the Transportation Research Board, the Women of Trucking Advisory Board (WOTAB), the Truck Leasing Task Force (TLTF), and the Safe Driver Apprenticeship Program. This Division also provides technical assistance to Congressional committees and individual members of Congress in the development 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 it prosecutes regulatory violations to ensure motor carrier safety. These attorneys also work through the Department of Justice to defend enforcement decisions, final rules, and other agency actions in Federal court. In coordination with the Office of the Secretary of Transportation (OST), this Division is responsible for shaping the legal framework to adopt innovative transportation technologies and to ensure equity in enforcement processes.

The Adjudications Division provides mission-critical legal services through timely and fair adjudication of safety rating petitions, civil penalty proceedings, challenges to imminent hazard orders, denials of registration applications, and other matters involving statutory and regulatory violations. This Division ensures procedural and substantive due process to the regulated public by drafting deliberative decisions through impartial administrative adjudication.

The General Law Division provides advice and counsel to program offices on contracting, employment, ethics, privacy, tort litigation, fiscal oversight, and grants. With over half of FMCSA's annual budget allocated to grants, this Division provides crucial support for grant initiatives designed to achieve Administration priorities, consistent with OMB regulatory requirements. This Division reviews grant documents to ensure that grant funds are spent in accordance with Congressional intent and that there is no waste, fraud, or abuse of Federal funding.

The Enforcement and Litigation Division requests two additional FTEs to manage increased caseloads in the commercial enforcement area, including household goods consumer protection, unauthorized brokerage and broker transparency violations, broker/freight forwarder financial responsibility, and fraudulent registration cases. The two attorneys are needed to keep pace with increased investigator and other program office staffing of these programs, as well as to meet new case processing requirements relating to the referral of cases to the Department of Justice as a result of FMCSA's 2019 loss of its authority to assess and settle civil penalty cases administratively.

Office of Civil Rights

On February 16, 2023, President Biden signed Executive Order (EO) 14091, Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.

This EO builds upon President Biden's previous equity-related EO by extending and strengthening equity-advancing requirements for agencies, and it positions agencies to deliver better outcomes for the American people. This EO requires agencies to comprehensively use their respective civil rights authorities and offices to prevent and address discrimination and advance equity for all, including increasing the effects of civil rights enforcement and increasing public awareness of civil rights principles, consistent with applicable law.

The OCR is responsible for overall executive planning, direction, and control of a national civil rights program. OCR formulates and implements civil rights policies and objectives, conducts evaluations, and modifies activities to achieve its goals. It also provides leadership, policy, and guidance on civil rights to Federal, State, metropolitan, and local governments, and private groups and organizations.

In FY 2025, the OCR will continue its high standard of programmatic enforcement of Title VI of the Civil Rights Act, including agency review of the potentially discriminatory impact of grantees' proposed activities before awarding federal funds.

The OCR requests two additional FTEs to address EO 14091 - Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. The two additional equal opportunity specialists are requested to prevent and address discrimination and advance equity for all, including to increase public awareness of civil rights principles, consistent with applicable law.

Office of Government Affairs

The OGA 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. This office also serves as the primary point of contact for BIL implementation updates among Congress and stakeholders and tracks the progress for internal use. The OGA is responsible for the development and coordination of Congressional briefings, coordinating technical assistance across the Agency, casework assistance requests, and hearing preparation within FMCSA and the Department. In addition, the OGA serves as the modal point of contact for the Secretary's Congressional Affairs office. Government affairs is also responsible for proactively engaging with Congress, state/ local elected officials, and stakeholders on Agency actions.

The OES is housed within the OGA, which is responsible for all incoming and outgoing official correspondence with government officials. This includes correspondence intake, distributing to relative departments for answers both within FMCSA and the Agency as a whole, tracking within the Agency, and sending final responses.

The OGA requests two additional FTEs to manage both incoming workflow from Congress and increase proactive work to government officials at the state, local, and federal levels. One full time employee is needed at the Legislative Specialist level to keep up with the pace of increased technical assistance and casework requests we are receiving from congress. This increase has come at the expense of proactive outreach, which this new position would help execute. A second full time employee is needed to lead on tracking the incoming requests from Congress, support the Legislative Specialists in managing internal communication to complete Technical Amendments, congressional reports, and casework. This employee will also assist in ensuring grant notifications are completed to effected elected officials and with notifications of Administrator travel to state and local officials.

The OES is responsible for coordinating all inquiries from external stakeholders, Congress, and the Office of the Secretary. It ensures that the Agency appropriately tracks all questions and responses signed by the Administrator and Deputy Administrator, including, but not limited to Federal Registry Notices, Petitions for Waivers and Exemptions, and Congressional inquiries on behalf of constituents. The OEA also works closely with Program Offices to ensure they follow proper procedures in the Electronic Data Management System (EDMS).

Office of External Affairs (OEA)

The OEA is responsible for the Agency's messaging and public perception in coordination with the Office of the Secretary and other FMCSA program offices. The OEA strategically broadens and strengthens public engagement and outreach by creating newsworthy media opportunities and leveraging community and stakeholder outreach initiatives. The BIL has allowed the OEA to increase its footprint among underserved communities by promoting its equity and grant programs to educate those populations about the Departments' safer roads for all NRSS strategy and will continue this effort in FY 2025. The OEA will implement a comprehensive communications strategy that will encompass new communications tools and tactics to effectively engage and educate the motoring public about FMCSA's safety mission and vision as it works to zero fatalities on our nation's roadways.

The OEA will continue to foster creative solutions to achieve common goals to improve highway safety, save lives, and reduce crashes involving large trucks and buses. Under the OEA, the Office of Outreach and Education (OE) will strengthen FMCSA's position as a champion of CMV safety by continuing its partnership with industry and safety groups and educating the public about driving safely around CMVs. The office will provide an educational component to the data-driven, high-visibility traffic enforcement initiatives, such as SafeDRIVE and Together, Make Interstate-81 Safer, through strategic media placements and outreach efforts that target both CMV and passenger vehicle drivers.

Additionally, the department anticipates support of WOTAB and TLTF recommendations through stakeholder engagement and educational campaigning based on the reports submitted to Congress in FY 2024.

In FY 2025, advertisements will continue to direct traffic to the Our Roads, Our Safety website, which provides communication tools and safe driving resources to be shared by State and local partners, as well as the public. The OE 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.

To enhance diversity and equity among applicants and awardees, the FMCSA aims to collaborate closely with its field offices and make use of State resources. This will involve raising awareness of its grant programs and encouraging active participation from all stakeholders. Outreach will expand the work zone awareness program to a nationwide safety awareness effort to reduce crashes and fatalities in work zones.

The OEA will expand and support stakeholder engagement by seeking non-traditional stakeholders that can be champions for safety and collaborate on innovative solutions. This includes creating a calendar of proactive engagements, managing conference and scheduled engagements, building engagements that align with the Administration's priorities, creating a calendar of events to track and plan for engagements, and creating and implementing an overarching strategy for engagements. To meet the increased demand, additional staff will be needed, including one GS 14 and three GS 12 positions.

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

The OA and the supporting executive offices provide 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, and local governments, and industry. The OA is responsible for tracking and reporting FMCSA's implementation of BIL and updating Congress, stakeholders, and the public on the Agency's progress. The implementation of the BIL and NRSS will greatly benefit the public by enhancing safety on our roads and improving the resilience of our supply chain.

The OCC 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.

On June 25, 2021, President Biden signed Executive Order (EO) 14035, *Advancing Diversity, Equity, Inclusion, and Accessibility (DEIA) in the Federal Workforce*. This EO launched a whole-of-government initiative to cultivate a federal workforce that draws from the full diversity of the Nation and advances equitable employment opportunities. Moreover, this initiative will

advance opportunities for all communities, including those that have historically faced employment discrimination and professional barriers. FMCSA must have a diverse workforce that represents the America it serves. The OCR plays a vital role in fostering innovation, engagement, and understanding that keeps the agency connected to every American. FMCSA plays an active role in DOT's mission to ensure America has the safest, most efficient, and most modern transportation system in the world, which boosts our economic productivity and global competitiveness and enhances the quality of life in communities both rural and urban.

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

FY 2025 – General Operating Expenses Budget Request

(\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$3,841	\$3,841	\$4,912	\$1,071
Program Costs	\$9,001	\$9,001	\$7,313	(\$1,689)
Total	\$12,842	\$12,842	\$12,225	(\$617)
FTE	26	27	31	4

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

FMCSA requests **\$12.2 million and 31 FTEs** to fund the Office of the Chief Financial Officer (OCFO) in FY 2025. The OCFO's responsibilities are outlined in various statutes, regulations, and executive orders, including the CFO Act of 1990, and multiple OMB Circulars to include A-11, Preparation, Submission, and Execution of The Budget; A-136, Financial Reporting Requirements; the Uniform Guidance for Grants, and A-123, Management's Responsibility for Internal Control. This office 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 works in unison with the Office of Management and Budget (OMB) and Congressional staff members of the House and Senate Appropriations and Budget committees to formulate and execute the Agency's budget to support our safety mission. In FY 2025, the OCFO is requesting two additional FTEs to support the standup of a risk management function.

In FY 2025, the OCFO will promote safety by providing the Program Offices with resources and information. It provides financial operational support, fiduciary accounting and reporting for Federal funds, and timely and accurate management information.

The OCFO will continue to work with the Office of the Chief Technology Officer (OCTO) to deploy a system that will improve status reporting from the Procurement Information System for Management (PRISM). Additionally, the OCFO will work with the Office of Acquisitions Management to align their workload more closely and to provide a transparent, unified, and improved management process for awarding and tracking procurement from the commitment through the expense of Federal funds to reduce the risk of erroneous or invalid obligations and

improper payment violations.

The OCFO will promote equity through establishing, coordinating, and participating with the OHR and OCR at the Agency and Departmental level for mentoring, internships, or other types of programs aimed at educating and/or recruiting Federal financial analysts and managers. Funding will be used for training, travel, and outreach materials.

The OCFO will continue its collaboration with the 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; reporting of obligations for the Digital Accountability and Transparency Act (DATA) to make complete, accurate, trackable, and useable financial information available for the public; maintaining e-invoicing to streamline payment processes and support compliance for the Payment Integrity Information Act of 2019 requirements; G-invoicing for intragovernmental agreements; and establishment of expanded financial reporting.

More than half (60%) of the overall FMCSA funding directly supports States and FMCSA safety partners through the formula and discretionary grant programs. The grant process requires FMCSA to sustain resources for a comprehensive grants system, incorporating recipient information and data management into the full grants life cycle – pre-award, award, oversight, management, close-out, and audit. The detailed technical work of the Grant Management Office (GMO) within the OCFO adheres to all Federal regulations in its grants process and ensures that the proposed budget request of \$651 million distributed by FMCSA through the formula and discretionary grants properly support base programs and other innovative solutions that result in greater safety and fewer crashes. FMCSA grant activities are conducted in each of the 50 States and U.S. territories, the District of Columbia, and Puerto Rico. The grants program supports FMCSA's highest priority; safety, and requires continued focus on employee expertise, process improvements, and grant reporting, including both financial and performance.

As the Federal awarding agency for major transportation safety grants, FMCSA, and the pass-through entity (a recipient that distributes awards funds to other non-Federal entities/prime recipients are responsible for financial, programmatic, and performance monitoring of Federal grants. There are several ways to successfully monitor the activities of a recipient as an ongoing process that provides insight into potential areas of noncompliance. In FY 2025, the GMO will update FMCSA's internal guidance and continue to collaborate with the FMCSA Program Office to oversee grantees through site visits. The GMO personnel will review the capacity, performance, and compliance of a recipient, including examination of its premises, documentation, financial records, written policies and procedures, internal controls, audit compliance records, and physical assets, as well as interview recipient personnel. Site visits will address specific issues, such as evaluating the population being reached, determining the fidelity of the program delivery, examining data collection processes and documenting reviews of how

outcomes are analyzed, and reviewing compliance, including Title VI of the Civil Rights Act of 1964. Site visits can be planned or triggered by unexpected events, such as negative publicity involving safety violations or crash fatalities, serious findings by auditors, or recipient requests for technical assistance. Site visits are an effective step to ensure adherence to safety laws and regulations.

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. The 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. Visualization tools support data-driven decision-making across the Agency and are a key factor in the OCFO's plans to pursue more refined cost estimates and projections; provide greater BIL spending transparency; and support agency leadership risk management activities by mapping resources to program outputs and results. In addition to providing financial data in consumable formats, the OCFO will collaborate with the Office of Policy to link financial and performance data and provide analytics and visual context to support organizational performance metrics.

The OCFO creates efficiency in its finance and accounting activities by implementing e-Gov initiatives such as electronic check depositing and G-Invoicing and sustaining resources for a common accounting system and processing all financial transactions through the Federal Aviation Administration's (FAA) 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. The OCFO operations rely on aligning transactional information with Program Offices' needs for the Agency's safety mission, requiring continuous outreach and customer assistance.

The 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 controls program that initially focused on controls for financial reporting, but now encompasses reviewing managers' internal controls and overall critical processes across the Agency. Through the joint effort of managers, the OCFO, and agency leadership, the consistent review of internal controls and processes provides reliable, internal/external reporting and ensures 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 and mature 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?

Through critical OCFO services, FMCSA fulfills its mandate to reduce crashes to prevent injuries and fatalities involving large trucks and buses. 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 provide 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, data, and experienced personnel directly improve FMCSA's ability to review program performance and provide assurance to the public that Federal resources are effectively managed for the Agency's safety mission. The OCFO's effort to promote accountability, data analysis using the 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 the safe operation of the motor carrier industry and the safety of the American public.

**Detailed Justification for the
Office of the Chief Technology Officer (OCTO)**

FY 2025 – General Operating Expenses Budget Request

(\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$5,022	\$5,022	\$7,447	\$2,425
Program Costs	\$2,118	\$2,118	\$1,721	(\$397)
Information Technology/Management	\$63,098	\$63,098	\$106,698	\$43,600
Total	\$70,238	\$70,238	\$115,866	\$45,628
FTE	34	36	47	11

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

FMCSA requests **\$115.9 million** and **47 FTE** in FY 2025 to fund the Office of the Chief Technology Officer (OCTO) for supporting FMCSA’s safety and regulatory programs; modernizing the Agency’s information technology (IT) portfolio by end of CY 2026; and responsibly operating, maintaining, and securing legacy systems until they are decommissioned. The requested funding level also supports the continued partnership with the Department’s Office of the Chief Information Officer (OCIO) to consolidate commodity IT services, including but not limited to IT infrastructure support, customer support and cybersecurity, through an enterprise IT shared services model. An effective partnership with the OCIO allows the OCTO to focus on building mission-centric capabilities to help FMCSA implement a safe systems approach, central to NRSS and to deliver simple, seamless, and secure technology capabilities, aligned with Priority 2 (delivering excellent, equitable, and secure federal services and customer experience) of the President’s Management Agenda (PMA), for all individuals and organizations that interact with FMCSA.

While safety is the primary driver for all technology initiatives at the OCTO, the technology enablement of safety strategy presents a significant challenge due to enormous technical debt within the existing IT portfolio. Over the past three years, the OCTO has worked to successfully formulate and implement a technology strategy built on a three-pronged approach that: (1) stabilizes existing technology products and ensures continuity of mission-essential services; (2) improves current capabilities by providing quick-turn around solutions; and (3) modernizes the

application portfolio to deliver state-of-the-art products and services. This three-pronged approach allows the OCTO to deliver technology products that improve FMCSA's ability to register appropriate motor carriers, conduct inspections and investigations in a timely and efficient manner, and take effective enforcement actions to progress towards the goal of zero fatalities.

Furthermore, the OCTO has institutionalized its commitment to customer-centric modernization that improves interactions between regulators and the regulated entities. This commitment can be summarized in three key tenets: (1) speed to market – delivering new capabilities through rapid increments; (2) usability – delivering products that embody anytime, anywhere and using any device access to information; and (3) confidence – establishing authoritative source of data.

SafeSpect is a success story of effective implementation of the OCTO's technology strategy. SafeSpect, FMCSA's next-generation roadside inspection software, exemplifies delivery of capabilities at a rapid pace to affect a radical shift in the product space of safety technology. SafeSpect is also the only product in the market that is device-agnostic. It requires only a browser and works seamlessly using a phone, desktop, laptop, or a Mac in multi-device environments. Like contemporary applications, such as Netflix, you can start your inspection on one device and complete it on another. Such capability allows for electronic capture of information in areas, such as under the truck, which were inaccessible to desktops and laptops previously. In an era where the industry, generally, leads the Government in delivering innovation, SafeSpect breaks the norm by providing capabilities that are not only unique to SafeSpect but also transform the inspection process through digital intervention. Most importantly, SafeSpect provides a one-stop shop to the inspection community for all their inspection needs. It allows the inspectors to login once and conduct the entire inspection, from cradle to grave, without ever logging into another application. SafeSpect will allow FMCSA to decommission eight to nine legacy applications that currently support the inspection process.

The OCTO strives to build on the success of SafeSpect to continuously deliver safety-related technology products and capabilities that provide a sustainable complement to regulations and policy and help the organization realize the goal of zero fatalities.

The following provides an overview of investments, projects, and activities that are critical to FMCSA's technology strategy, and require continued support in FY 2025:

- **Enterprise IT Shared Services through the Working Capital Fund (WCF):** The Department's OCIO will continue to provide enterprise IT shared services to FMCSA in FY 2025. FMCSA's share is based on actual commodity IT consumption in prior years as well as planned future consumption. The OST OCIO will only charge FMCSA for services rendered.

- **Improving Deployed Capabilities:** We will continue to invest in our quick-reaction SWAT (analysis of strengths, weaknesses, opportunities, and threats) approach for delivering incremental changes to production capabilities. The SWAT teams help alleviate pain points for customers and end users quickly, and help OCTO perform preventive, corrective, adaptive and perfective maintenance on our applications to keep them relevant with the changing operational environment.
- **Operationalizing Modernized Capabilities:** The OCTO will operationalize an investigative module to SafeSpect, a document management platform and a modernized authorization system, to provide role-based access to FMCSA systems and services during FY 2025. In addition, the OCTO will continue to build on the data exchange platform to streamline exchange of data with the States and other authorized partners.
- **Legacy Systems Decommissioning:** Completion of the decommissioning activities, for example planning, data preservation, structured archiving, reporting, and data integrity, associated with a subset of FMCSA’s IT portfolio, including systems supporting inspections and investigations. This critical activity will allow FMCSA to reduce overall costs associated with operating, maintaining and security legacy systems starting in FY 2026.
- **New Data Reporting and Analytics Capability:** The development of modern reporting and analytical capability will enable FMCSA to unlock the valuable insights that its existing and future data contain. This capability will help inform decision-making, manage risk, and optimize operations by providing tailored analyses of FMCSA data.
- **Motor Carrier Safety Grants:** The OCTO supports all the FMCSA Grants Solutions programs as well as sustains the FMCSA Commercial Vehicle Safety Plan (CVSP) online tool, named electronic Commercial Vehicle Safety Plan (eCVSP), which helps ensure that States satisfy the CVSP requirements in 49 CFR § 350.213, and expedites FMCSA’s associated regulatory process.

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

The OCTO is a key player in the Department’s effort to implement NRSS to significantly reduce serious injuries and deaths on our nation’s highways, roads, and streets, and ultimately achieving zero roadway fatalities. The OCTO delivers safety-focused technology solutions that: (1) allows effective registration of regulated entities; (2) enables timely and efficient inspections; (3) triggers and supports safety investigations; (4) helps regulated entities maintain compliance with regulations; and (5) facilitates data-sharing for effective research, investigation, and enforcement. Furthermore, the OCTO provides technology enablement for effective

implementation of the BIL through the support of grants management, research projects, including but not limited to CMV crash causation, and the implementation of capabilities that support audit findings.

In addition, the OCTO is at the forefront of delivering on Priority 2 of the PMA. The OCTO's commitment to customer-centric IT modernization that improves interactions between regulators and regulated entities encourages participation from all stakeholders in the safety process and contributes to the Department's vision of zero roadway fatalities. The OCTO's collaboration with the OST OCIO across the Department, and down to the individual FMCSA field offices nationwide, promotes IT systems that provide FMCSA and its associated stakeholders with the necessary tools to meet the safety mission while improving performance, security, reliability, and availability of FMCSA's and the DOT's network and services.

Technology is critical to successful mission-delivery for FMCSA. The program is necessary to ensure that: (1) technology products deployed in support of FMCSA's mission are fit-for-purpose, such as, they fulfil the needs of the individuals and users that use them for carrying out a specific activity; and (2) technology products deployed in support of FMCSA's mission are fit-for-use, such as, they are available when needed, have the required capacity to serve the user population, offer adequate security to protect information, and are well-supported by a customer-care unit.

DRAFT

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

FY 2025 –General Operating Expenses – Budget Request**(\$000)**

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$11,374	\$11,374	\$12,993	\$1,619
Program Costs	\$45,536	\$45,536	\$36,994	(\$8,542)
Total	\$56,910	\$56,910	\$49,987	(\$6,924)
FTE	77	78	82	4

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

FMCSA requests **\$49.99 million** and **82 FTE** to fund the MC-M (Office of Administration) in FY 2025. The Office of Administration (OAM) provides the infrastructure and administrative services required to support FMCSA’s safety mission, including 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 OAM includes four major program services: Acquisitions, Human Resources, Emergency Preparedness and Security, and Management and Information Services.

Office of Acquisitions Management

The FMCSA’s 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. The 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. The OAM provides direction and guidance on procurement policies, regulations, and standard for FMCSA. The 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

accordance with the the DOT Equity Action Plan, OAM increased its' efforts to direct procurements and contract dollars to small, disadvantaged businesses (SDB) to meet or exceed the DOT implemented 20% SDB goal requirement for OAs to ensure DOT is positioned to meet or exceed Executive Order 13985 – 15% goal by 2025.

In addition, the 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, the OAM aids the OAM 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 (CORs) and Program/Project Managers (PMs) to ensure proper contract oversight and maximum value for its contract funding.

Office of Human Resources

The Office of Human Resources (OHR) provides direct services to over 1,000 FMCSA employees across the country, processing more than 3,000 personnel actions per year in addition to new hires and corrective actions. Our current servicing ratio of 1:150 HR specialists to employees is still higher than the preferred average Federal servicing ratio of 1:125. HR specialists perform the full realm of HR responsibilities, including management advisory, strategic sourcing, recruitment, staffing, classification, performance management, employee and labor relations, training, and professional development, etc.

Increased funding and the BIL have enabled FMCSA to increase internal support positions. This rapid pace of hiring has in turn increased the workload and demands across the HR functions, specifically in the areas of recruitment, staffing, training, and professional development. Increased resources ensure FMCSA's capacity to recruit, engage, and retain the best qualified employees, develop future leaders, and maintain a high performing, diverse workforce that is effective in accomplishing FMCSA's safety mission.

The HR staff provides real-time support for increased hiring and reporting requirements under the BIL. They provide dedicated resources to expand recruitment, outreach efforts, meet diversity, equity, and inclusion initiatives, and successfully competes for talent. Additionally, they manage an increasing number of requests for reasonable accommodations in conjunction with the Office of Civil Rights.

With more than 40% of the FMCSA workforce eligible to retire in the next three years, it is imperative that the FMSCA has HR specialists available to continue to deliver the high level of

service that is focused on building and retaining a high-performing workforce. The OHR will develop and carry out a succession plan to account for leadership, supervisory, and staff retirements to include an Executive Leadership Development (ELD) program. We have implemented a new recruitment program that law enforcement support and allow 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, audiovisual program support and Freedom of Information Act (FOIA) program management.

FMSCA 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 collaborates with the General Services Administration (GSA) to continually review its current space inventory for possible excess and coordinates with other DOT modes and with other Federal agencies, including U.S. Customs and Border Protection, on options for shared space to reduce overhead costs for all.

The Occupational Safety and Health (OSH) team 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 CMVs, conducting new entrant inspection, and onsite compliance reviews. Other critical OSHA program areas for FMCSA include conducting OSH inspections at our border locations that contribute to the health and safety of our employees working along the border, 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.

The FOIA staff respond to approximately 5,000 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 2022, FMCSA received 5,329 requests, this is a 264% increase in requests within the last five years. Responding to FOIA requests creates greater transparency into FMCSA operations and accountability to the American public by providing appropriate access to agency records. To meet the increased demand in the FOIA program, additional contract support staff has been added until the backlog is eliminated. Leveraging contracts for the backlog processing will bring FMCSA back into compliance with statutory

requirements and enable FMCSA to then reduce contractor support once in compliance. In FY 2025, the FOIA program will increase outreach, proactive disclosure, and training efforts.

Outreach

The FOIA professionals are required to engage in any outreach or dialogue with the requester community or open government groups regarding administration of the FOIA. Other program offices who engage in outreach have reported that their efforts enabled them to clarify requests, narrow search terms, and avoid litigation in many instances. They also reported that their outreach opened communication to explain certain limitations regarding their record keeping systems, search capabilities, and ability to release certain privacy-related records. At FMCSA the FOIA requester community is mostly law firms that specialize in personal injury. To improve in this area, the FMCSA FOIA team will visit top requesters; these visits will establish professional working relationships, provide presentations that can improve on requested records and educate customers on our processes and records.

Proactive Disclosures

Pursuant to 5 USC 552(a)(2)(D)(ii)(II), agencies are required to make available for public inspection in an electronic format, records that have been requested three or more times. The FOIA team has identified 122 motor carriers that have been requested more than three times. While FMCSA's FOIA Library has increased over the years the agency is still working towards compliance with publishing information that has been requested three or more times. This task is currently done utilizing Adobe and the Content Management System (CMS) however, other platforms that can host large sets of records and provide a search engine will need to be researched. Implementing this revised FOIA library will require additional funds. This initiative has an estimated cost of \$1 million.

Training

The FOIA directs agency Chief FOIA Officers to ensure that FOIA training is offered to agency personnel. See 5 U.S.C. § 552(j)(2)(F). A proper understanding of the FOIA, including the correct application of the statute's provisions, is the first step towards any successful FOIA operation. With the increase of FTEs in the FOIA program, funds available for training will also need to be increased. The Department of Justice's Office of Policy offers free FOIA training annually; however, FMCSA is in competition for seats with the rest of the federal government.

The DOT 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 \$54.1 million for FY 2025.

Each year the Office of Administrative Services manages FMCSA's WCF operational plan. The OAM 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 (\$41 million).

In accordance with Executive Order (EO) 14057: *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, the FMCSA will partner with the GSA for new building construction, major renovations, and existing real property to look for increased opportunities to electrify systems, decrease energy use, reduce water consumption, and cut waste, where feasible. There are also opportunities to leverage an increasingly hybrid workforce to better utilize FMCSA's real property inventory to support the growth in FTE due to BIL hires, while maintaining our Federal Real Property total footprint. The 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 Footprint*.³ In FY 2025, FMCSA anticipates reviewing expiring leases in seven locations, with anticipated relocations or renovations at an estimated cost of \$3 million to reduce square footage where feasible and better utilize real property to support an increased number of employees. Increased funding in FY 2025 will help prioritize ensure equity in the use of space, remove access barriers, and work toward more inclusive practices within DOT.

In FY 2023 FMCSA contracted for architect and engineering services to reconfigure the FMCSA HQ space to meet the increased housing demand associated with the BIL hires; meet the evolving needs of a hybrid workforce for collaborative space and implement best practices for office space. This initiative has an estimated cost of \$10 million for furniture and construction for the FMCSA headquarters.

EO 14057 also establishes goals for zero emission vehicles (ZEVs). The Department has the opportunity and matching obligation to invest in ZEVs to create a federal fleet that does not emit any greenhouse gases (GHGs). By immediately prioritizing the transition to ZEVs, along with strategies to optimize fleet composition and replace larger vehicles with smaller ones, the Department has built the foundation to achieve 100 percent light duty ZEV acquisitions by 2027 and 100 percent ZEV acquisitions by 2035. In support of the EO and the Department's Sustainability plan, FMCSA continues to replace existing leased vehicles with ZEVs as existing vehicles leases with GSA expire. FMCSA has on average 400 leased fleet vehicles through the GSA to support safety investigations of CMVs. FMCSA annually reviews vehicle usage, to include mileage and vehicle locations, and reassigns underutilized vehicles throughout the Agency to meet demand. Since 2022, FMCSA has ordered 57 ZEVs, approximately 15% of the fleet. To meet the ZEV requirement, the Office of Administration built on the progress began in FY 2022 to install electric vehicle charging stations at field locations and newly constructed border sites, with 23 location projects already initiated at a cost of approximately \$2.1 million.

There are increased costs associated with the installation of electric vehicle charging stations, and leasing costs are higher for ZEVs. Charging station infrastructure is also costly but necessary to ensure FMCSA's fleet can operate. FY 2025 funding will continue to support the additional costs for ZEVs and charging infrastructure.

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. The OAM provides that support through hiring and retaining competent and effective staff, 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 2025 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$6,647	\$6,647	\$7,447	\$800
Program Costs	\$7,942	\$7,942	\$6,452	(\$1,490)
Total	\$14,590	\$14,590	\$13,900	(\$690)
FTE	45	45	47	2

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

FMCSA requests **\$13.9 million** and **47 FTE** for the Office of Policy, which holds responsibility for providing the regulatory foundation for FMCSA's safety programs and enforcement operations. In FY 2025, the Office of Policy will focus on executing key BIL requirements that also align with the NRSS tenets of safer vehicles, safer people, safer roads, safer speeds, and post-care crash. Key functions under FMCSA's Office of Policy include strategic planning and program evaluation, which require collaboration with the OST Budget office, ensuring performance metrics associated with deliverables required by the BIL are met and communicated to the OMB. The Office of Policy will continue audit liaison duties with the Government Accountability Office (GAO), DOT's Office of Inspector General, and the National Transportation Safety Board (NTSB).

The Office of Policy's portfolio includes a focus on data-driven regulatory development, including the preparation of economic and environmental analyses; driver and carrier operations safety rules; medical qualification standards for interstate truck and bus drivers; training and testing requirements for State-licensed healthcare professionals responsible for conducting physical examinations of drivers; monitoring and auditing of State-licensed healthcare professionals listed on the Agency's National Registry of Certified Medical Examiners; and vehicle safety requirements covering minimum safety equipment and inspection, repair, and maintenance standards for commercial motor vehicles (CMV) operated in interstate commerce. These functions serve as critical elements for establishing comprehensive safety requirements, improving CMV drivers' fitness for duty and, strengthening Agency programs by analyzing program effectiveness.

In FY 2025, the Office of Policy will work with the Office of Safety to monitor key Agency performance metrics and ensure that the Agency completes key actions listed in the NRSS. This includes verifying full implementation of the October 2021 Final Rule requiring State Driver Licensing Agencies (SDLAs) to access and use information obtained through the Drug and Alcohol Clearinghouse (the Clearinghouse) and downgrading the commercial driver's license (CDL) for individuals who have failed to complete the Department's return-to-duty process following a positive test result. By the first quarter of FY 2025, the Agency anticipates having the availability of data from the SDLAs concerning the number of drivers against whom licensing actions have been taken because those individuals have one or more drug or alcohol violations in the Clearinghouse, and they have not completed the Department's return to duty process. As of April 2023, more than 120,000 individuals were listed in the prohibited status with more than 95,000 of those individuals listed as not having started the return to duty process.

The Office of Policy will also work with the Office of Safety to assess the extent to which the SDLAs comply with the July 2021 final rule requiring the implementation of systems for the electronic exchange of drivers' violation history information. Within the first quarter of FY 2025, the Agency anticipates having the availability of data from the SDLAs concerning compliance with the 2021 final rule. This initiative will improve the accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to take unsafe drivers off the road more expeditiously. The Office of Policy will also support the Office of Safety in assessing the effectiveness of increased traffic enforcement in high-crash corridors.

In addition, the Office of Policy's key functions include the operation of the Agency's four statutorily mandated Federal Advisory Committee Act (FACA) groups: 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). The Office of Policy supports transportation equity by providing critical support in implementing the BIL requirement for the TLTF and the WOTAB and by seeking broad public feedback on proposed rulemakings.

Funding for the Office of Policy supports personnel, contract services, and other expenses related to conducting evaluations of key programs for which significant Agency staff and budget resources have been dedicated, the development of data-driven regulatory proposals and final rules to implement statutory mandates and rulemakings to advance the Department's safety priorities. Funding also supports the operation of the four FACA committees listed above with the WOTAB and TLTF committees likely completing their final reports within the first quarter of FY 2025.

Autonomous Vehicle Technology

In FY 2025, the Office of Policy will work towards completion of a Final Rule to ensure the safe introduction of automated driving systems (ADS)-equipped CMVs onto the Nation's roadways. The Agency anticipates publication of a Notice of Proposed Rulemaking on this subject no later than the first quarter of FY 2024 and, depending on the public comments received, publication of a Final Rule by the first quarter of FY 2025. This would follow up on the May 2019 Advance Notice of Proposed Rulemaking (ANPRM) and the February 2023 Supplemental Advance Notice of Proposed Rulemaking (SANPRM). The rulemaking would provide a safety framework for interstate motor carriers that are considering the use of automated vehicles in their fleets to ensure these fleets have appropriate safety management controls in place, especially given the need for enhanced inspection, repair and maintenance procedures when there is no human in the vehicle.

Regulatory Development and Impact Analyses

The Office of Policy anticipates the continuation of a robust regulatory development agenda in FY 2025 to reduce fatalities and crashes in support of the NRSS. No later than the first quarter of FY 2025, the Agency anticipates the publication of a Final Rule concerning automatic emergency braking (AEB) systems to ensure that interstate motor carriers maintain this life-saving technology that will be mandated by the National Highway Traffic Safety Administration (NHTSA) in response to the BIL requirement. The AEB rulemaking is a key action listed under Safer Vehicles in the NRSS. The Agency also anticipates publication of a Final Rule concerning speed limiters for CMVs, contingent on a review of the public comments to the 2022 Advance Supplemental Notice of Proposed Rulemaking and whether a supplemental proposal is published no later than the first quarter of FY 2024. This rulemaking action would support the NRSS focus on speed-related crashes.

FACA

In FY 2025, FMCSA will manage four Federal Advisory Committee Act (FACA) groups. This includes two long-standing committees, the MRB, and the MCSAC. In addition, the Secretary of Transportation signed charters in February 2022 to establish two new advisory committees required under the BIL, the Truck Leasing Task Force (TLTF) and the Women of Trucking Advisory Board (WOTAB). The new advisory committees began holding public meetings in FY 2023 and anticipate completing almost all deliberations and discussions in FY 2024 with the submission of each committee's final reports with recommendations to Congress within the first quarter of FY 2025.

MRB

The MRB, a statutorily mandated advisory committee operating in accordance with the provisions of FACA, 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 CMV. The current funding request supports FMCSA's mandate for these medical experts to continue providing advice on medical issues to advance safety. With the support of the MRB, FMCSA anticipates regulatory actions to improve its rules concerning individuals who have experienced a seizure and individuals diagnosed with hypertension. Research reports on these subjects will be published within the first quarter of FY 2024 and the Agency would consider the initiation of regulatory actions in FY 2025.

MCSAC

The MCSAC, a discretionary advisory committee operating in accordance with the provisions of 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.

TLTF

This task force was chartered by the Secretary of Transportation in February 2022, in consultation with the Secretary of Labor, in response to the requirement in Section 23009 of the BIL. FMCSA anticipates the TLTF will complete its examination of certain aspects of common truck leasing arrangements available to CMV drivers, including inequitable leasing agreements and terms in the motor carrier industry and whether truck leasing agreements properly incentivize the safe operation of vehicles no later than the last quarter of FY 2024. The task force will submit a report to the Secretary, the Secretary of Labor, and the appropriate committees of Congress no later than the first quarter of FY 2025. The report will provide drivers with information to make informed choices about leasing agreements and to avoid inequitable financial arrangements.

WOTAB

Like the TLTF, this advisory board was also established in 2022 in response to a BIL requirement. It is expected that during the latter part of FY 2024, WOTAB will complete most

of its report on industry policies concerning 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 or retaining careers in trucking. These include barriers and trends that impact women minority groups and women who live in rural, suburban, or urban areas, and opportunities to enhance trucking training, mentorship, education, and advancement and outreach programs that would increase the number of women in the trucking industry.

WOTAB's report to the FMCSA Administrator was completed in the first quarter of FY 2024 with the Agency's report to Congress being completed no later than the first quarter of FY 2025. The FMCSA's report will outline WOTAB's findings and recommendations as well as actions taken or planned to address the recommendations.

Qualifications of Drivers

With FY 2025 funds, FMCSA will continue to strengthen its medical oversight program, including evaluation of the current medical certification process with the assistance of the Agency's MRB, 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 State-licensed healthcare professionals must complete initial training and testing concerning the Agency's medical standards to be included in the program, and complete refresher training and certification training to remain on the National Registry. These medical professionals conduct approximately five million medical examinations per year. In FY 2023, FMCSA launched a new National Registry IT system to support the transmission of CDL holders' medical certificates from FMCSA to the SDLAs and provide the foundation for a robust monitoring and auditing program, and other enhanced oversight capabilities to begin in the latter part of FY 2024 with full implementation in FY 2025. The FY 2025 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 by identifying medical examiners conducting a disproportionately large number of examinations, conducting quality-control audits to ensure consistency between examination reports and the certification decisions, and identifying drivers suspected of "doctor shopping" (i.e., drivers who fail an exam and seek another medical examiner within a short period of time).
- **Medical Certification of Drivers:** The FMCSA Medical Programs Division within the Office of Policy 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 Examiners Handbook and National Registry 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 maintaining meaningful regulatory guidance concerning the physical qualifications standards. The regulatory guidance is presented through the new medical examiners' handbook was released in the first quarter of FY 2024 and will 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 published a Federal Register notice seeking public comment on the draft handbook in August 2022. In early FY 2024, the Agency anticipates publishing the final version of the handbook and in FY 2025 the Agency would conduct surveys of medical examiners to obtain feedback on areas where the handbook could be improved and consider issuing a second edition of the handbook by the end of FY 2025. Furthermore, the Agency anticipates significant efforts to continuously update the standardized test questions used for the certification tests of healthcare professionals seeking to participate in the National Registry program.

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. Subject matter experts review these requests and applications 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 the requests for waivers, exemptions, and pilots only in instances where the requestors have identified an alternative approach that ensures a level of safety equivalent to, or greater than, the level achieved if they complied with a regulation.

The Office of Policy resources also support the Agency's strategic planning efforts and the establishment of performance metrics, monitoring activities intended to support the implementation of the BIL requirements and 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). The Office of

Policy conducts rigorous, relevant program evaluations to support evidence-based strategic and operational decisions that result in continuous improvement across the Agency. FMCSA plans to use FY 2025 resources to leverage qualitative and quantitative data to assess MCSAP State partner performance measures and best practices.

In addition, the Office of Policy will work with the Office of Safety to continue evaluating the Entry-Level Driver Training (ELDT) Program in search for anomalies in the data reported by training providers registered with the Agency. The Agency will determine whether there are training providers issuing a disproportionately large number of CDL training certificates and whether there are training providers with low rates of passing the CDL skills test. The Agency will also begin program evaluations concerning the Drug and Alcohol Clearinghouse and the New Entrant Safety Assurance Program.

The Office of Policy 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 to ensure that there is an action plan for addressing each open recommendation and that there is appropriate follow-up between the lead program office and the applicable oversight agency. 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.

Equity Program Management

In FY 2025, the Equity Program Manager and Equity Program Analyst will work with the senior leadership team in FMCSA and in coordination with the Office of the Secretary, to prepare a report assessing the Agency's performance in addressing equity challenges. This work would look at internal matters within the Agency such as recruitment, retention, and career advancement, and identify challenges concerning external matters and the delivery of the Agency's safety program. The Agency would consider whether certain groups appear to be overrepresented in CMV-related crashes, FMCSA's high-risk carrier list and potential actions that could be taken to address such equity challenges.

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

The Office of Policy's programs and activities cover a multitude of issues concerning the implementation of BIL-mandated rulemakings and programs, and NRSS key actions that impact safety on the Nation's highways. The agency's medical programs have improved safety by

ensuring that medical certificates are issued only to medically qualified drivers, while enhancing the overall health and welfare of the CMV driver population by ensuring that serious medical conditions that could impact drivers' ability to operate safely are identified and treated.

The Agency's vehicle-related rulemakings ensure that critical safety equipment necessary for the safe operation of CMVs are properly installed and maintained on these vehicles. While NHTSA prescribes requirements for vehicle original equipment manufacturers (OEM), FMCSA's rules require that the interstate motor carriers operating vehicles which were manufactured to meet the NHTSA standards are properly maintained to achieve the expected safety outcomes associated with the new vehicle standards. And, through the Agency's Motor Carrier Safety Assistance Program, States are provided Federal grants to support the adoption and enforcement of compatible State requirements concerning motor carrier safety.

The MCSAC provides a forum for key stakeholders, including State enforcement and safety advocacy groups, to deliberate on key safety issues and provide advice and recommendations to the FMCSA Administrator. These key safety issues may include fatigue management, distracted driving, electronic logging devices, advanced safety technologies, and best practices for motor carriers' safety management controls.

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.

The Agency's WOTAB and TLTF provides a means for the Government and stakeholders to engage in a public discussion about issues that impact opportunities for women and individuals from disadvantaged communities to pursue careers in the trucking industry. These BIL-mandated FACA committees will provide reports that clearly document certain challenges and opportunities for expanding the CDL workforce and supporting the nation's supply chain.

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

FY 2025 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$4,432	\$4,432	\$5,070	\$639
Program Costs	\$6,883	\$6,883	\$5,592	(\$1,291)
Research and Technology	\$14,073	\$14,073	\$26,073	\$12,000
Total	\$25,388	\$25,388	\$36,736	\$11,348
FTE	30	30	32	2

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

FMCSA requests **\$36.7 million**, and **32 FTE** in FY 2025 to fund the Office of Research, Technology & Registration (MC-R) for research and statistical and data analysis activities. Commercial motor vehicle (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 5,199 fatal crashes in 2021, a 74.3% increase. Over that same time, non-fatal crashes involving large trucks increased by 76.3% to an estimated 499,000 such crashes in 2021. Additionally, from 2009 to 2021 the number of FMCSA regulated motor carriers increased by 46% to 757,652, and the number of drivers increased by 38% to 5,646,722. By completing targeted research and statistics and analysis activities in FY 2025, 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.

The Office of Research, Technology and Registration (MC-R) consists of two subordinate offices: the Office of Registration (MC-RS) and the Office of Analysis, Research & Technology (MC- RR), and are described in the following sections.

Office of Registration (MC-RS)

FMCSA's Office of Registration manages the FMCSA Registration Decisions, Letters, Certificates, Permits, and Licensing requirements of the CMV industry. These requirements

include all the information collection and filings associated with applying for FMCSA registration. The Office of Registration also ensures applicants are fit, willing, and able to comply with all Federal regulatory and statutory requirements of registration. The Office of Registration is responsible for addressing all questions and inquiries from industry as it relates to the registration requirements. This includes running the Agency's Customer Contact Center, the Agency's front-door customer service operation, and supporting nearly 600 new applicants every day and more than 800,000 existing registrants. The Office of Registration will continue to expand vetting operations to ensure every application type is screened and applicants are fit, willing, and able to comply with FMCSA policies and regulations. Also, the Office of Registration continues to provide an increasing level of customer service and support during the more than 30,000 weekly customer engagements. Lastly, working in close concert with the OCIO, the Office of Registration is developing a new registration platform that will improve the customers' online experience and improve the data collection on new applicants.

Office of Analysis, Research & Technology (MC-RR)

The Office of Analysis, Research, and Technology includes four Divisions. The Analysis Division manages FMCSA's Statistics and Analysis program, which uses a variety of carrier, driver and vehicle safety data and information to inform, 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.

The Research Division focuses on activities targeted at improving the safety of CMV drivers and interstate carriers—with an emphasis on human factors research, development of testing and training programs for drivers and carriers, as well as a variety of driver health, wellness, and equity issues. Their work includes safety research in driver fatigue, distraction, and impairment areas.

The Technology Division focuses on research to improve the safety of vehicles and equipment used in the trucking industry. The division's work includes safety research related to Automated Driving Systems (ADS), Advanced Driver Assistance Systems (ADAS), electric and hydrogen vehicle safety issues, as well as research related to the use of advanced roadside inspection technologies.

The Crash Data Division focuses on developing and managing commercial vehicle crash data collection activities. In addition to overseeing on-going crash data collection activities associated with the Motor Carrier Management Information System (MCMIS), the division's work includes managing the recently launched Large Truck Crash Causal Factors Study as the primary element of our Crash Causal Factors Program (CCFP). The CCFP is a multi-phase program, initiated by Congress as part of the BIL legislation, to collect detailed information on statistically valid

samples of commercial vehicle crashes to support an enhanced understanding of crash causal factors.

Resources requested in FY 2025 will allow FMCSA's Office of Analysis, Research & Technology to execute Congressionally mandated activities set forth in the BIL, other focused studies, and activities which advance Departmental goals and the NRSS. FMCSA formulates its research projects using the FMCSA's Annual Modal Research Plan (AMRP) and the Agency's Research Executive Board (REB) processes, ensuring that research activities advance the Agency's mission, while aligning those activities with Department and Administration priorities. The results of Agency research activities are used both independently by the Agency and in collaboration with all DOT organizations, the private sector, and academia.

FMCSA is authorized under 49 U.S.C. 31108 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 transfer.
- Increasing the safety and security of hazardous materials transportation.

As summarized below, and as detailed in Exhibit IV of this budget request, FMCSA's research activities advance the DOT strategic goals of safety, equity, economic strength & global competitiveness, climate & sustainability, transformation, and organizational excellence. FMCSA's FY 2025 research portfolio also directly or indirectly supports the principles of the NRSS: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. FMCSA's research efforts are focused, results-based, measurable, and produce documented findings to support stakeholders involved in improving CMV safety.

FY 2025 Research & Technology (R&T) Program Activities

The R&T Program also conducts cross-cutting research related to safety data collection and information sharing. Program activities are focused in the following areas:

- **Driver related research** impacts safety performance in a variety of areas, including, but not limited to distraction, drowsiness, medical conditions, drug and alcohol use, in- cab human factors, hours-of-service rules, and factors impacting attainment and revocation of a CDL.

- **Vehicle research focuses** on the application of technologies, systems, and operating concepts to reduce crash risk and includes research on ADS, as well as improvements in traditional vehicle safety systems such as brakes, steering, mirrors, and lighting. In addition to addressing safety concerns, vehicle research is an opportunity to advance the Department's climate & sustainability goals; for example, research related to the emergence of alternative fuels and electric/battery powered CMVs, and the potential efficiency and environmental benefits associated with the implementation of "connected vehicle" technology. Research on leveraging advanced monitoring and diagnostic technologies to improve motor vehicle screening by State CMV enforcement agency partners at the roadside is also included with a focus on improving both the thoroughness and efficiency of safety screening processes.
- **Carrier-related research** focuses on evaluating, refining, and developing new and existing carrier safety assessment tools, methods, and data management systems utilized in carrying out the Agency's carrier oversight responsibilities. The R&T program also conducts research to identify industry best practices for a variety of carrier-based management responsibilities and functions that impact safety including driver compensation plans and practices, driver training and retention issues, and vehicle maintenance and inspection practices.
- **Cross-cutting research** completed under the R&T program often focuses on enhanced data collection and information sharing activities, as well as on technologies and oversight processes with the potential to positively impact safety across multiple dimensions involving driver, vehicle, and carrier safety.

The R&T program activities help FMCSA achieve the following long-standing R&T Program objectives:

- **Produce Safer Drivers:** Develop driver-based safety countermeasures to reduce 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 (e.g., fatigue management, driver training, compensation policies, technology adoption such as integration of cybersecurity technologies) to motor carriers, and work with industry to accelerate adoption of safety-enhancing technologies and processes.
- **Advance Safety and Research through Information-Based Initiatives:** Support agency research efforts by investigating the overall business, economic, and technical trends in the CMV industry, and by identifying and evaluating new and refined methods for collecting, analyzing, and disseminating safety related information.

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

For FY 2025, the R&T program will continue its emphasis on research related to enhancing the safety of drivers, vehicles, and carriers, while expanding ADS research, electric vehicles, and roadside screening technologies, as well as driver employment, licensing, and fitness areas.

While the R&T program is primarily directed at improving safety, projects and programs often address other DOT strategic goals. Exhibit IV of this document provides detailed descriptions of key specific R&T Program activities for the above referenced research focus areas, including how each activity contributes to DOT's strategic goals and the NRSS.

FY 2025 Statistics and Analysis Program Activities

The Statistics and Analysis Program activities ensure that FMCSA focuses its' resources on programs where data supports a greater investment. Data is essential to FMCSA's Safety Measurement System, a tool used by FMCSA and its State partners to evaluate carriers' safety performance, identify high-risk motor carriers, and determine appropriate enforcement actions. Also, the Analysis Division will conduct data quality training for States to aid them in improving the quality of the crash and inspection data they report to FMCSA. High-quality data are 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's Statistics and Analysis program will also continue to expand transparency, access, and use of data through geographic information system (GIS) mapping software and data visualization tools 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. Furthermore, FMCSA will use its comprehensive CMV data to contribute to ongoing analyses of supply chain impacts on transportation safety.

In line with the Department's objective in the NRSS to optimize the use of data, FMCSA's new Crash Data Division will expand the 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 and its State partners to identify strategies to mitigate crash risk and reduce the incidence of large truck and bus crashes. In addition, the Crash Data Division will analyze crash data by carrier type, size, commodity, and age (New Entrant), allowing the Safety office to develop varying intervention strategies.

FMCSA will continue work on Phase 1 of the Crash Causal Factors Program (CCFP), the Large Truck Crash Causal Factors Study (LTCCFS). The CCFP will use the paradigm of “safe design” to collect a multitude of causal-related factors associated with crashes and to move from crashworthiness to crash avoidance, thereby saving lives. The CCFP will collect extensive CMV-specific data which will be used to identify key causal factors vital to supporting and initiating research projects. In FY 2025 the Crash Data Division will establish data collection agreements with participating states, conduct training, and establish information technology requirements for the LTCCFS which will be scalable to other crash causal factor data collections.

In addition, in FY 2025, the Crash Data Division will initiate planning for Phase 2 of the CCFP, which is for a study focused on fatal crashes involving Class 3-6 (10,001 – 26,000-pound large trucks) that have a USDOT number and are under FMCSA’s jurisdiction, the Medium Duty Truck Crash Causal Factors Study (MDTCCFS). While the MDTCCFS will build on lessons learned during the LTCCFS and utilize much of the LTCCFS structure as possible, the additional \$12 million will fund updates to the IT infrastructure, development of a notification system, and the on boarding, training, and deployment of new (non-existing State/Local Jurisdiction) contracted investigators as current legislation does not allow for the collection of the supplemental data.

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. FMCSA’s research 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. More detailed information about FMCSA’s research priorities can be found in the CMV section of this Budget.

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

FY 2025 – General Operating Expenses Budget Request

(\$000)

Program Activity	FY 2023 Enacted Level	FY 2024 Annualized CR	FY 2025 Request	Difference from FY 2024
Salaries and Expenses	\$138,854	\$138,854	\$166,374	\$27,520
Program Costs	\$25,416	\$25,416	\$20,648	(\$4,768)
Total	\$164,270	\$164,270	\$187,022	\$22,752
FTE	940	1,000	1,050	50

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

FMCSA requests **\$187 million** and **1,050 FTE** for the Office of Safety in FY 2025. This organization manages all the Agency's field staff and is responsible for the development and implementation of the Agency's safety programs to help fund initiatives aimed at preventing crashes, fatalities, and injuries involving CMV drivers. With offices in each State, the District of Columbia and Puerto Rico, the Office of Safety works directly with State partners and the industry to execute local programs to improve safety.

In FY 2025, the Office of Safety continues to expand its programs to align with BIL. Key positions to be hired in FY 2025, include those to support: (1) the growth of the Crash Preventability Determination Program, (2) oversight and monitoring of Electronic Logging Device (ELD) vendors, (3) the development of a new complaint database and (4) needed field staffing growth in Federal and State Programs. The Office of Safety will also continue increasing its Safety Investigator staff to increase the number of investigations, interventions, and outreach to motor carriers. This work applies directly to DOT's NRSS and focuses on safety on our nation's roadways.

The Office of Safety conducts investigations on truck and bus companies to determine their level of compliance at the time of the investigations. Nearly 900 of the Office of Safety FTE work in the field. At both Headquarters and in the field, the Office of Safety concentrates on outreach to our industry partners and stakeholders and works closely with our grant recipients for oversight and equity.

In FY 2025, the Office of Enforcement and Compliance within the Office of Safety will be reviewing the changes made to the Agency's Safety Measurement System and, if needed, will modify the methodology for the identification of high and at-risk motor carriers. Understanding driver behavior is a contributing factor likely leading a motor carrier to become high risk, the Agency will utilize an internal Driver Technical Advisory Group that will focus on driver issues, and work on efforts to improve education, training, and outreach efforts to CMV drivers.

The Office of Safety has approximately 147 staff at the southern border to carry out inspections of CMVs entering the U.S. at 26 inspection facilities to ensure compliance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations. Audits are performed on Mexico-domiciled motor carriers. The Office of Safety border staff and State partners conducted over 295,000 inspections along the southern border commercial zone, including roughly 146,000 inspections in FY 2022 on Mexico-domiciled carriers' CMVs and drivers crossing the border into the United States.

The Office of Safety works closely with representatives of Mexico and Canada to promote safety and address areas of concern. In FY 2025, the organization will be implementing recommendations resulting from the 2023 CDL Memorandum of Agreement working group. This group was formed to discuss ways to improve license checks at the borders.

In FY 2025, the Office of Safety expects to realign the organization to improve division office structure, support a cadre of senior level Safety Investigators, and identify other organizational changes.

The continued growth in automated vehicles will require FMCSA to understand and keep up with the ever changing technology. The Office of Safety will need to prepare policy and training to its staff to build a viable oversight program.

The Office of Safety will continue to identify and address fraudulent activity in the industry. To this end, the Office of Safety expects to award a contract to provide support for efforts to improve identification and enforcement on carriers and companies with fraudulent practices and inaccurate principal places of business.

In addition, in FY 2025, the Office of Safety will be developing and implementing policies and procedures for the investigation of brokers and necessary enforcement actions. This effort will require dedicated staffing to focus on non-compliant brokers within the industry.

The Office of Safety manages the Agency's safety grants, commercial driver's license standards and regulations, drug and alcohol programs, and the National Training Center. FMCSA's grant programs include the MCSAP, High Priority Activities Program, Commercial Driver's License

Program Implementation (CDLPI), the Commercial Motor Vehicle Operator Safety Training grants (CMVOST) and the Commercial Motor Vehicle Enforcement Training Support (CMV-ETS).

The transition of training of external partners began in FY 2023. By FY 2025, FMCSA expects other training such as general hazardous materials, drug interdiction, and specialty certifications will also be handled by a grantee, allowing the Office of Safety to focus on employee training and growth.

On average, through the MCSAP program, the States, and the Office of Safety conduct approximately three million inspections annually and perform over 12,000 investigations annually. In FY 2025, as a result of the increases in BIL grant funding in previous years, the Office of Safety expects its MCSAP partners to continue increasing its' inspections accompanying a traffic enforcement, inspections in and around high crash corridors, inspections involving unsafe driving, increased compliance reviews of risk-based carriers, increased safety audits focused on prohibited driver requirements, and investigations of out of service carrier operations. The Office of Safety will monitor the outputs, work collaboratively with the Office of Policy in reporting metrics, and ensure that enforcement and compliance investigations are conducted equitably. Overall, the efforts will ensure safer people and safer vehicles.

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

The DOT's NRSS outlines the Department's comprehensive plan for collaborating with stakeholders across the country to significantly reduce injuries and deaths on America's roadways using a safe systems approach. This approach lowers risks by building in multiple layers of protection: safer roads, safer people, safer vehicles, safer speeds, and better post-crash care.

In FY 2024, the Office of Safety began the development of a new complaint database in response to the U.S. Government Accountability Office (GAO) audit of the Agency's National Consumer Complaint Database (NCCDB). This effort is in support of the President's Executive Order "Transforming Federal Customer Experience and Service Delivery to Rebuild Trust in Government." In FY 2025, this new complaint system will be completed and allow the Office of Safety to simplify both public-facing and internal processes to improve efficiency and empower them to solve problems.

In addition, the Office of Safety will continue to support the increased crash types in the Agency's Crash Preventability Determination Program (CPDP). The introduction of a crash type to allow the submission of videos has been well received by the industry.

During FY 2025, the Office of Safety will perform data analysis of the Safe Driver Apprenticeship pilot program. The pilot program was initiated in FY 2022 and is permitted to operate for three years ending in FY 2025. Analysis of the pilot program and recommendations for moving forward will be completed in FY 2025.

Additionally, using the FMCSA grants, the Office of Safety will continue to provide technical assistance and outreach to increase equity in enforcement and reach underserved communities.

At the State level, the Office of Safety will continue to oversee the safety of 808,000 motor carriers and 5.86 million commercial drivers¹. The organization will continue to identify unsafe motor carriers. 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.

Additionally, the Office of Safety will work with the States to improve the use of high visibility traffic enforcement activities to reduce crashes by maintaining a visible police presence in high crash corridors, including increasing the number of inspections conducted. The Office of Safety will continue to work with our state partners to identify opportunities for equity in traffic enforcement activities as it pertains to CMVs.

The Office of Safety will complete the development of outreach and training specifically for industry and drivers on crash prevention and compliance measures.

Section 3B - Motor Carrier Safety Grants

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, **\$526,450,000** 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 \$526,450,000 in fiscal year 2025 for "Motor Carrier Safety Grants" provided under this heading: Provided further, That of the sums appropriated under this heading:

- (1) **\$414,500,000** shall be available for the motor carrier safety assistance program;
- (2) **\$44,350,000** shall be available for the commercial driver's license program implementation program;
- (3) **\$61,200,000** shall be available for the high priority activities program;
- (4) **\$1,400,000** 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.

EXHIBIT III-1
Motor Carrier Safety Grants (69-X-8158) (69-2817 2025/2028)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity

(\$000)

	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 REQUEST
Motor Carrier Safety Grants			
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 398,500	\$ 398,500	\$ 414,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,200	\$ 1,200	\$ 1,400
High Priority Activities Program (HPAP) (TF)	\$ 58,800	\$ 58,800	\$ 61,200
Commercial Drivers' License (CDL) Program Implementation Program	\$ 42,650	\$ 42,650	\$ 44,350
CMV Enforcement Training & Support Grant Program (TF)	\$ 5,000	\$ 5,000	\$ 5,000
SUBTOTAL	\$ 506,150	\$ 506,150	\$ 526,450
IIJA Supplemental Advance Appropriations			
Motor Carrier Safety Assistance Program (MCSAP) (GF)	\$ 80,000	\$ 80,000	\$ 80,000
Commercial Motor Vehicle (CMV) Operator Grant Program (GF)	\$ 2,000	\$ 2,000	\$ 2,000
High Priority Activities Program (HPAP) (GF)	\$ 26,500	\$ 26,500	\$ 26,500
Commercial Drivers' License (CDL) Program Implementation Program	\$ 16,000	\$ 16,000	\$ 16,000
SUBTOTAL	\$ 124,500	\$ 124,500	\$ 124,500
TOTAL	\$ 630,650	\$ 630,650	\$ 650,950

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)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2024 TO FY 2025
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2024 ANNUALIZED CR	<u>\$506,150</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)	\$16,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$200	
High Priority Activities Program (HPAP)	\$2,400	
Commercial Drivers' License (CDL) Program Implementation Program	\$1,700	
CMV Enforcement Training & Support (CMVETS)	\$0	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$20,300	0
FY 2025 REQUEST	\$526,450	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	\$650,950	0

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Motor Carrier Safety Grants (MCSG)

(\$000)

	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 REQUEST
Motor Carrier Safety Grants			
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 398,500	\$ 398,500	\$ 414,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,200	\$ 1,200	\$ 1,400
High Priority Activities Program (HPAP) (TF)	\$ 58,800	\$ 58,800	\$ 61,200
Commercial Drivers' License (CDL) Program Implementation Program (TF)	\$ 42,650	\$ 42,650	\$ 44,350
CMV Enforcement Training & Support Grant Program (TF)	\$ 5,000	\$ 5,000	\$ 5,000
SUBTOTAL	\$ 506,150	\$ 506,150	\$ 526,450
IIJA Supplemental Advance Appropriations			
Motor Carrier Safety Assistance Program (MCSAP) (GF)	\$ 80,000	\$ 80,000	\$ 80,000
Commercial Motor Vehicle (CMV) Operator Grant Program (GF)	\$ 2,000	\$ 2,000	\$ 2,000
High Priority Activities Program (HPAP) (GF)	\$ 26,500	\$ 26,500	\$ 26,500
Commercial Drivers' License (CDL) Program Implementation Program (GF)	\$ 16,000	\$ 16,000	\$ 16,000
SUBTOTAL	\$ 124,500	\$ 124,500	\$ 124,500
TOTAL	\$ 630,650	\$ 630,650	\$ 650,950

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

FMCSA requests **\$526.5 million** for its Motor Carrier Safety Grants (MCSG) programs. The Bipartisan Infrastructure Law (BIL) provides an additional **\$124.5 million** in advance appropriations, for total anticipated budgetary resources of **\$651 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 800,000 FMCSA-regulated motor carriers and approximately 7.2 million commercial drivers, which includes over 5.3 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 discretionary grants programs merit evaluation criteria includes that the applicant has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies in the overall project delivery and implementation.

FMCSA's formula and discretionary grant programs include:

- **Motor Carrier Safety Assistance Program (MCSAP):** FMCSA requests **\$414.5 million**. In addition, the Bipartisan Infrastructure Law (BIL) advance appropriations provide \$80 million to support high priority MCSAP grants. These formula grants provide a reliable source of funding to State and territorial MCSAP lead agencies to maintain and grow 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 three 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 million, the 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 information technology (IT) systems to ensure data integration exists between the States and FMCSA's Motor Carrier Management Information System (MCMIS). In addition, FMCSA will promote an increased partnership between the MCSAP Lead Agency and other local/state safety departments in the areas of CMV traffic enforcement activity where officers will 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 other distractions.

- **Commercial Motor Vehicle Operator Safety Training Grants (CMVOST):** FMCSA requests **\$1.4 million**. In addition, the BIL advance appropriations provide **\$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 driving CMVs, with priority given to regional or multi-State educational or nonprofit associations that recruit and train current and former members of the U.S. Armed Forces and their families.

With the additional **\$2 million** BIL advanced appropriations, 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 on advancing racial equity and supporting underserved communities and displaced individuals. This grant funding can be used for recruitment, training, technology, placement, retention, and graduates' safety records.

- **High Priority Activities Program (HPAP):** FMCSA requests **\$61.2 million**. In addition, BIL advance appropriations provide **\$26.5 million** to support High Priority (HP) grants. The HP discretionary grant program provides grants to States, local governments, federally recognized Indian tribes, and other jurisdictions to carry out HP 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 increase its support for additional traffic enforcement activities at State, local, and tribal enforcement agencies in identified areas with higher-than-average crash rates. NRSS specifically identifies safer speeds and safer people targeting speeding and impairment activities to reach vision zero of no CMV fatalities. These strategies will be included in targeted traffic enforcement activities with FMCSA's partners.

Furthermore, the BIL gives priority to preventing and detecting cases of human trafficking. It extends FMCSA's grant programs for States to impound or immobilize commercial motor vehicles carrying passengers that are deemed unsafe or fail to pass inspection.

- **Commercial Driver License Program Implementation (CDLPI) Grants:** FMCSA requests **\$44.4 million**. In addition, the BIL advance appropriations provide **\$16.0 million** to support CDLPI grants. FMCSA awards these discretionary grants to the State agency designated as the primary driver licensing agency responsible in addition to other eligible entities for the development, implementation, and maintenance of the CDL program. These grants may be awarded for the implementation of other CDL requirements such as the FMCSA Entry Level Driver Training (EDLT) Training Provider Registry, as well as the electronic exchange of CDL violation information. FMCSA will provide grants 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 (eCDL) conviction data exchange and downgrade of CDLs for drivers whose test positive for drugs or alcohol and appear in the Drug and Alcohol Clearinghouse.
- **Commercial Motor Vehicle - Enforcement Training & Support Grants (CMV-ETS):** FMCSA requests **\$5.0 million** in FY 2025 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?

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:

- Increased 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 will 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. Priorities also include the identification and prevention of human trafficking.

The effective dates of two key safety accountability rules are in FY 2025. 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 the adoption of these two important administrative enforcement tools.

- Currently, participation in the Performance and Registration Information Systems Management (PRISM) is a requirement to receive MCSAP funding. The system allows law enforcement to quickly identify motor carriers and CMVs that are operating in violation of FMCSA rules and remove them from operating on 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 10,001-to-26,000-pound CMVs and the motor carrier operators, so these lighter unsafe vehicles and drivers can also be taken off the road.
- **Equity:** FMCSA is committed to advancing equity through its policies, programs, and operations. The Agency will reach out to underserved populations and communities to gain a better understanding of the obstacles they face when participating in programs. Along with FMCSA's existing endeavors to promote fairness through extra Infrastructure Investment and Jobs Act (IIJA) funding, FMCSA will also implement the following initiatives:
 - Expand the CMVOST grant work and include community-based apprenticeship training for 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.

- Expand outreach to heighten awareness among Minority Institutions of Higher Education (MIHE) concerning funding opportunities.
- Strengthen Title VI implementation. FMCSA will expand its approach to compliance, rather than relying exclusively on complaints. FMCSA's Office of Civil Rights will conduct additional outreach to grant applicants and recipients to ensure they are aware of their responsibilities and require grantees to have an approved Title VI Program Plan prior to grant award.
- Review the CMV inspections reported by grantees to identify any potential social equity biases in the selection of drivers, vehicles, and carriers, as well as the extent of enforcement actions taken in response to any violations discovered. This will help ensure fair and unbiased inspections and investigations.

**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 2025

Section 4: Research and Technology

Exhibit IV-1: Research, Development, and Technology (RD&T) Budget Authority
DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
FY 2025 Research, Development, & Technology Budget Authority
(\$000)

Budget Account	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 Request	Basic Research	Applied Research	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Motor Carrier Safety Operations and Programs - Research & Technology	\$ 14,073	\$ 14,073	\$ 26,073	\$ 740	\$ 4,654	\$ 1,144	\$ -	\$ 5,560	\$ 1,975
<i>Produce Safer Drivers</i>	\$ 3,682	\$ 3,682	\$ 1,261	\$ -	\$ 523	\$ 260	\$ -	\$ 275	\$ 202
<i>Improve Safety of CMVs</i>	\$ 2,489	\$ 2,489	\$ 4,788	\$ -	\$ 683	\$ 239	\$ -	\$ 3,372	\$ 494
<i>Produce Safer Carriers</i>	\$ 1,764	\$ 1,764	\$ 1,377	\$ -	\$ 523	\$ 297	\$ -	\$ 355	\$ 202
<i>Advance Safety Through Info- Based Initiatives</i>	\$ 3,897	\$ 3,897	\$ 17,604	\$ -	\$ 2,622	\$ 348	\$ -	\$ 1,558	\$ 1,077
<i>Enable & Motivate Internal Excellence</i>	\$ 2,241	\$ 2,241	\$ 1,043	\$ 740	\$ 303		\$ -		
Administrative (GOE)	\$ 3,010	\$ 3,010	\$ 5,592	\$ 159	\$ 998	\$ 245	\$ -	\$ 1,192	\$ 424
Total	\$ 17,083	\$ 17,083	\$ 31,665	\$ 899	\$ 5,652	\$ 1,389	\$ -	\$ 6,752	\$ 2,399

Exhibit IV-2 FY 2025 Budget Request – RD&T Program Funding by DOT Strategic Goal
Department of Transportation
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
FY 2025 Research, Development, & Technology Budget
(\$000)

Motor Carrier Safety Operations and Programs	FY 2025 Request	SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE
Research & Technology (R&T)							
<i>Produce Safer Drivers</i>	\$ 1,259	\$ 732	\$ 37	\$ 20		\$ 470	
<i>Improve Safety of CMVs</i>	\$ 4,788	\$ 2,291		\$ 117	\$ 37	\$ 2,234	\$ 109
<i>Produce Safer Carriers</i>	\$ 1,379	\$ 747	\$ 45	\$ 59	\$ 37	\$ 455	\$ 36
<i>Advance safety and research through Info-Based</i>	\$ 17,603	\$ 14,204	\$ 240	\$ 503	\$ 583	\$ 1,782	\$ 291
<i>Enable & Motivate Internal Excellence</i>	\$ 1,044	\$ -				\$ 12	\$ 1,032
Total R&T	\$ 26,073	\$ 17,974	\$ 322	\$ 699	\$ 657	\$ 4,953	\$ 1,468
Administrative (GOE)	\$ 5,592	\$ 3,855	\$ 69	\$ 150	\$ 141	\$ 1,062	\$ 315
Total R & T Program	\$ 31,665	\$ 21,829	\$ 391	\$ 849	\$ 798	\$ 6,015	\$ 1,783

Exhibit IV

Research & Technology Narrative

FMCSA's Research and Technology (R&T) Program provides scientific research on driver, vehicle, and carrier issues impacting CMV safety. The R&T program also conducts cross-cutting research related to safety data collection and information sharing. FMCSA R&T activities support the Department's NRSS and the Department's FY 2022-2026 Strategic Plan.

Driver-related research impacts safety performance in a variety of areas, including, but not limited to distraction, drowsiness, medical conditions, drug and alcohol use, in-cab human factors, hours-of-service rules, and factors impacting attainment and revocation of a commercial driver's license (CDL).

Vehicle research focuses on the application of technologies, systems, and operating concepts to reduce crash risk and includes research on advanced driver assistance systems (ADAS), automated driving systems (ADS) as well as improvements in traditional vehicle's safety system such as brakes, steering, mirrors, and lighting. In addition to addressing safety concerns, vehicle research is an opportunity to advance the Department's climate change goals, for example research related to emergence of alternative fuels and electric/battery powered CMVs, and potential efficiency and environmental benefits associated with the implementation of "connected vehicle" technology. Research on leveraging advanced monitoring and diagnostic technologies to improve motor vehicle screening by State CMV enforcement agency partners at the roadside is also included with a focus on improving both the thoroughness and efficiency of safety screening processes.

Carrier-related research focuses on evaluating, refining, and developing new and existing carrier safety assessment tools, methods, and data management systems utilized in carrying out the Agency's carrier oversight responsibilities. The R&T program also conducts research to identify industry best practices for a variety of carrier-based management responsibilities and functions that impact safety including driver compensation plans and practices; driver training and retention issues; and vehicle maintenance and inspection practices.

Cross-cutting research completed under the R&T program often focuses on enhanced data collection and information sharing activities, as well as on technologies and oversight processes with the potential to positively impact safety across multiple dimensions involving driver, vehicle, and carrier safety.

Program Objectives:

- **Produce Safer Drivers:** Develop driver-based safety countermeasures to reduce 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 technologies and processes.
- **Advance Safety and Research through Information-Based Initiatives:** Support agency research efforts by investigating the overall business, economic, and technical trends in the CMV industry, and by identifying and evaluating new and refined methods for collecting, analyzing, and disseminating safety related information.
- **Enable and Motivate Internal Excellence:** Ensure the relevance, quality, and performance of research and technology activities and develop efficient methods to respond quickly and flexibly to Departmental and agency needs.

R&T Priority Program Activities and Focus for FY 2025

For FY 2025, the R&T program will continue its emphasis on research related to enhancing the safety of drivers, vehicles, and carriers, while expanding research in automated driving systems, electric and hydrogen vehicles, roadside screening technologies, as well as driver employment, licensing, and fitness. While the R&T program is primarily directed at improving safety, projects and programs often address other DOT strategic goals related to climate change, equity, economic strength, and transformation. For each activity highlighted in the following sections, its contribution to one or more of DOT's strategic goals is noted.

Safer Drivers

- **Driver Fitness:** The Federal Motor Carrier Safety Regulations define the medical and physical conditions required to obtain the Commercial Driver's License (CDL) Medical Certification. Past research evaluated the standards for vision, diabetes, and seizures to determine if they are consistent with the latest medical research and provide recommendations for updates. Future research will examine other areas of the medical certification regulations, such as hypertension and length of the certification, to ensure CMV driver examinations and certifications stay current with the evolving field of medicine. (DOT Strategic Goals supported: ***Safety, Equity***)
- **CDL Qualifications:** FMCSA will continue research into CDL violation topics including driver disqualification, convictions, and proper adjudication processes to ensure CMV drivers are properly licensed to operate and drivers with violations are properly detected and/or disqualified by law enforcement personnel. (DOT Strategic Goals supported: ***Safety, Economic Strength***)
- **CMV Driver Study:** FMCSA will continue a holistic study of CMV drivers, from the time they enter the industry, throughout their driving career, to get a complete picture of driver-related issues. . (DOT Strategic Goals supported: ***Safety, Transformation***)
- **CMV Driver Fatigue** will remain an important area of focus for the R&T program. Support

will continue for the North American Fatigue Management Program to ensure the content of the training courses and materials keep pace with the latest understanding of task monotony and fatigue/hypo-vigilance, also known as passive fatigue. In addition, two Phase II Small Business Innovative Research (SBIR) projects are making great progress and will produce prototypes for two different Driver Readiness Assessment technologies that will determine the level of driver alertness prior to the start of a driving shift. (DOT Strategic Goals supported: *Safety, Equity, Transformation*)

Safer Vehicles

- Recent FMCSA research has documented empirical safety data that commercial fleets using ADAS, such as automatic emergency braking and forward collision warning systems, have experienced significant reductions of CMV rear-end crashes. FMCSA will continue to partner with the motor carrier industry to promote the adoption of ADAS by fleets and drivers and measure deployment growth levels through the Agency's **Tech-Celerate Now Program**. The R&T program will conduct further research to quantify the safety benefits of newer ADAS such as camera-based mirror systems and automated steering assisting systems. (DOT Strategic Goals supported: *Safety, Transformation, Climate & Sustainability*)
- Automated vehicles offer the potential for improving safety and reducing environmental impacts by preventing and mitigating crashes. R&T's **Automated CMV Evaluation (ACE) Program** will continue track-based proof-of-concept testing of interactions between law enforcement officials and other roadside public safety officials and self-driving trucks and development of automation technologies using FMCSA's research vehicles. These tests will inform the development of national uniform consensus standards for the safe interaction of roadside truck inspectors, emergency responders, work zone workers, and others with self-driving trucks. (DOT Strategic Goals supported: *Safety, Transformation, Climate & Sustainability*)
- **The Commercial Motor Vehicle Roadside Technology Corridor (CMVRTC)** is a collaboration between FMCSA and several other Federal and State agencies to promote technology transfer. Specifically, CMVRTC supports testing facilities at weigh stations to demonstrate, test, evaluate, and showcase innovative safety technologies that detect unsafe vehicle issues under real-world conditions to improve commercial truck and bus safety. Results from the program shape development of functional specifications for Motor Carrier Safety Assistance Program (MCSAP) and High Priority-Innovative Technology Deployment grant applications. (DOT Strategic Goals supported: *Safety, Transformation, Climate & Sustainability*)
- Electric and Alternative Fuel Vehicles have the potential to reduce carbon emissions. **The Electric Commercial Motor Vehicle (eCMV) Exploratory Research** project will build upon research planned for completion in FY 2024. FMCSA will augment their eCMV research capabilities through acquisition of an eCMV for direct research (to support Transportation Innovation Act legislation) as well as expansion of current eCMV research to include hydrogen CMV research. General fields of interest include how electric CMVs can

reduce carbon emissions, how electric and other low-emission vehicle technology may shape the CMV industry, and how these technologies may interact with established and fledgling safety technologies. (DOT Strategic Goals supported: ***Safety, Transformation, Climate & Sustainability***)

Safer Carriers

- FMCSA's **High Priority-Innovative Technology Deployment (HP-ITD) Grant Program** will continue to foster wider deployment across the country of real-time FMCSA-to-State motor carrier safety record data sharing as well as advanced safety technologies such as queue warning systems for truck drivers approaching slower traffic, tire anomaly detection systems that identify unsafe tires on trucks at highway speeds, and improved roadside access to databases that share motor carrier out-of-service data with enforcement personnel. Measures like these enable the removal of unsafe CMVs from the road and effective enforcement against non-compliant motor carriers. (DOT Strategic Goals supported: ***Safety, Transformation, Climate & Sustainability***)
- As a follow-on to a study recommended by the OIG and completed in 2014, FMCSA will investigate the **Impacts of Driver Detention Time on Safety**. The purpose of this project is to better understand the frequency and severity of detention time in the CMV industry, develop strategies to mitigate driver risks, and assess the safety and operational impacts of detention time, including frequency of violations to FMCSA's Hours of Service regulations. (DOT Strategic Goals supported: ***Safety, Economic Strength***)
- As required by Section 23022 of BIL, FMCSA established the **Safe Driver Apprenticeship Pilot (SDAP)** program which will evaluate the safety performance of certain 18, 19, and 20 year-old CDL holders to operate CMVs in interstate commerce. In FY 2025, FMCSA will continue its driver and carrier recruitment efforts as well as continue monitoring the safety performance of apprentice drivers enrolled in the program. (DOT Strategic Goals supported: ***Safety, Economic Strength***).
- Section 23022(i) of the BIL further requires FMCSA to establish a contract with the National Academies Transportation Research Board to study the **Impact of Driver Compensation on Safety and Retention** to determine how various methods of driver compensation impact driver safety and retention. Compensation methods to be studied include hourly pay, payment for detention time, and any other compensation methods used by the industry. (DOT Strategic Goals supported: ***Safety, Economic Strength***)
- **Work zone and incident areas**, which are prone to congestion and often feature narrowed shoulders and complex signage, remain a hazardous space for interactions among vehicles. In FY 2025, the R&T Program will work with the Federal Highway Administration (FHWA) and State Departments of Transportation on developing a national framework for sharing standard data elements and following uniform operational procedures to reduce CMV crashes in work zones. These efforts will enable existing connected CMVs and future semi- and fully automated CMVs to safely navigate work zones and be alerted to slow moving traffic ahead due to other incidents and congestion. (DOT Strategic Goals supported: ***Safety,***

Transformation, Climate and Sustainability)

Cross-Cutting Activities

- **Level VIII Inspections.** The Initiating Certified Highway Electronic Inspections to Enhance Safety and Reduce Large Truck Emissions Project represents FMCSA's answer to Secretary Buttigieg's Climate Challenge Initiative that he issued to all of the Department's modal administrations. Each year, State, and local truck inspectors conduct approximately 2.9 million roadside inspections and screen about 100 million CMVs, causing deceleration/acceleration and excessive idling. This project will require or incentivize the implementation of electronic (in-motion) CMV inspections to reduce idling time (and emissions) at State roadside inspection stations. (DOT Strategic Goals supported: ***Safety, Transformation, Climate and Sustainability, Economic Strength***)
- **Information Sharing.** New R&T Program data-related activities in FY 2025 include improved integration of safety information databases, and efforts to expediently disseminate driver, vehicle, and carrier safety information across state and Federal organizations involved with CMV safety oversight. Selected activities include efforts to incorporate new data sources into existing databases and a study to gather crash data not currently widely collected. (DOT Strategic Goals supported: ***Safety, Transformation***)
- FMCSA's participation in the US DOT's **Small Business Innovation Research (SBIR) Program** will continue to stimulate technological innovation, utilize small businesses to meet Federal research and development needs, encourage participation by minority and disadvantaged businesses in technological innovation, and increase private sector commercialization of innovations made possible by Federal research funding. This program helps ensure that small businesses continue to play a key role in technological transformation. (DOT Strategic Goals supported: ***Safety, Transformation, Equity, Economic Strength, Climate and Organizational Excellence***)

Progress Made Toward Achieving Strategic Goals

The research completed by the R&T program has proven critical in supporting agency safety rulemakings, identifying enforcement priorities, and facilitating technology transfer to the marketplace. Example program activities range from developing enhanced enforcement technologies, promoting safe rest habits for drivers, evaluating the safety implications of automated and semi-automated CMVs, and improving safety-related data sharing systems. Research projects provide evidence for the agency's rulemaking and enforcement priorities. The R&T Program is mandated under 49 USC 31108 and advances DOT's DOT strategic goals. FMCSA's FY 2025 research portfolio also directly or indirectly supports the principles of the NRSS: Safer People, Safer Roads, Safer Vehicle, Safer Speeds, and Post-Crash Care. FMCSA's research efforts are focused, results-based, measurable, and result in documented and communicated findings to support both industry and state government organizations involved in improving CMV safety.

Collaboration Partners:

Internal Collaboration Partners. The R&T Program is working with the National Highway Traffic Safety Administration (NHTSA) on a project to improve data availability on CMV crashes by identifying new data sources and analyzing near real time crash data from State partners, and a Crash Causal Factors Program that will provide new insights into contributing factors to CMV crashes. FMCSA also works with FHWA and the Intelligent Transportation Systems Joint Program Office to answer research questions related to automated and connected CMVs and associated human factors issues, heavy vehicle crash avoidance and enterprise data, and the accelerated deployment of CMV safety technologies.

External Collaboration Partners. The R&T Program regularly receives, reviews, and responds to safety related CMV driver, carrier, and vehicle research and policy recommendations from other Government and private sector agencies such as the National Transportation Safety Board, the National Academies, the Transportation Research Board, the Motor Carrier Safety Advisory Committee, the Department of Energy, the U.S. Army, and the Commercial Vehicle Safety Alliance. FMCSA evaluates recommendations from these organizations and adjusts the R&T agenda as needed. The R&T Program also maintains close contact with the motor carrier industry broadly, collaborating with industry associations, equipment and truck suppliers, and motor carriers to advance safety improvement efforts.

Section 5: Information Technology

Department of Transportation
FY 2025 Budget Request
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Exhibit V: Information Technology Budget Narrative
(Budget Authority in Thousands)

Budget Account	FY 2023 ENACTED	FY 2024 ANNUALIZED CR	FY 2025 REQUEST
Motor Carrier Safety Operations and Programs	\$ 63,098	\$ 63,098	\$ 106,698
<i>Commodity IT WCF IT/IM Fund</i>	\$ 26,000	\$ 26,000	\$ 43,100
<i>FMCSA Programmatic IT</i>	\$ 37,098	\$ 37,098	\$ 63,598
Motor Carrier Safety Grants	\$ 1,102	\$ 1,102	\$ 1,102
<i>Grant Takedown Programmatic IT</i>	\$ 1,102	\$ 1,102	\$ 1,102
Total	\$ 64,200	\$ 64,200	\$ 107,800

FMCSA requests **\$107.8 million** in FY 2025 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 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 2025. FMCSA’s share is based on actual commodity IT consumption in prior years as well as planned future consumption. FMCSA will only be charged for services rendered.

FMCSA requests **\$43.1 million** from the Motor Carrier Safety Operations and Programs account for its share of Department investments in cybersecurity and commodity information technology including Help and Service Desk, Cybersecurity as a Service, Networking Engineering, Campus Area Network, Voice, Cable & Wireless, Desktop Services, Server Operations, Directory and Messaging Services, Enterprise Licenses, Enterprise Dashboard.

FMCSA IT Investments

FMCSA requests **\$63.6 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. Of the \$63.6 million, \$43.6 million is requested from unobligated prior year balances to accelerate our IT modernization efforts.

- Programmatic IT – The following development, modernization, and enhancement activities are included within this portfolio:
 - Enterprise Services: Data and Analytics Platform, Authorization Refactoring of current applications, Data Exchange Platform refactoring of current applications

- Registration Services: Unified Registration System
- Inspection and Investigation Services: Investigation enhancement
- Case Management Services: Household Goods HHGs and National Consumer Complaint Database (NCCDB), Data Qs, Chief Counsel document management

The following capabilities are supported within this portfolio:

- Enterprise Services: Document Management, Authentication, Motor Carrier Management Information System (MCMIS), FMCSA Portal, Analysis and Information (A&I) Online, Compliance Safety and Accountability (CSA), Enterprise Document Management System (EDMS), Commercial Driver License Information System (CDLIS) Gateway, Password Reset Tool, Download Center, FMCSA Enterprise Notification System (FENS), Fax services, IAA-CASTLE, IAA-PRISM,
 - Registration Services: Licensing and Insurance, URS – Legacy, Utility for Risk-based Screening and Assessment (URSA), Vetting Management Tool, Match Handler, National Registry for Certified Medical Examiners, Training Provider Registry
 - Inspection and Investigation Services: Drug and Alcohol Clearinghouse (DACH), Aspen, ACE Intervention Management (AIM), CAPRI, Sentri, ELD, Query Central, QC Mobile, SAFTEYNET, Safety and Fitness Electronic Records (SAFER), Guard electronic Field Operations and Technical Manual (eFOTM), File Transfer Protocol (FTP) SAFETYNET, Nlets
 - Compliance and Enforcement Services: IAA- Hazmat Intelligence Portal
 - Case Management Services: Microsoft Power Platform, 385.17 safety rating change, Recruitment tracking, Acquisition Tracking, State Compliance & Records Enterprise (SCORE)-Legacy, Workflow Tracking, Enforcement Management Information System (EMIS)-Legacy, Bizflow, DataQs, NCCDB-Legacy, Case Docket Management System-Legacy
- Grant Takedown – **\$1.1 million** 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

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

069X8159

LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)

CONTRACT AUTHORITY ESTIMATES

2006.....	213,000,000
2007.....	223,000,000
2008.....	228,000,000
2009.....	234,000,000
2010.....	239,828,000
2011.....	244,144,000
2012.....	276,000,000
2013.....	250,000,000
2014.....	259,000,000
2015.....	315,770,000
2016.....	329,180,000
2017.....	277,200,000
2018.....	283,000,000
2019.....	284,000,000
2020.....	288,000,000
2021.....	288,000,000
2022.....	288,000,000
2023.....	367,500,000
2024.....	375,000,000
2025.....	382,500,000

CONTRACT AUTHORITY

2006.....	213,000,000
2006 Rescission of Contract Authority	(2,130,000) ¹
2007.....	74,000,000
2008.....	228,000,000
2008 Rescission of Contract Authority	(1,815,553) ²
2009.....	234,000,000
2009 Rescission of Contract Authority	(4,839,259) ³
2010.....	239,828,000
2011.....	244,144,000
2012.....	244,144,000
2013.....	251,000,000
2014.....	259,000,000
2015.....	259,000,000
2016.....	267,400,000
2017.....	277,200,000
2018.....	283,000,000
2019.....	284,000,000
2020.....	288,000,000
2021.....	328,143,000
2022.....	360,000,000
2023.....	367,500,000
2024.....	

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..... 367,500,000	2023 367,500,000
2024..... 435,000,000	2024.....
2025..... 382,500,000	

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

² Enacted increases 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

069-2818
APPROPRIATIONS HISTORY
GENERAL FUND

APPROPRIATION REQUEST	APPROPRIATION ENACTED
2022.....10,000,000	2022.....10,000,000
2023.....10,000,000	2023.....10,000,000
2024.....10,000,000	
2025.....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
2024.....	516,300,000
2025.....	526,450,000

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
2023.....	506,150,000
2024.....	

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
2007..... 297,508,000	2006 Rescission of Liquidating Cash..... (2,820,000) ¹
2008..... 300,000,000	2007 297,411,000 ²
2009..... 307,000,000	2008 300,000,000
2010..... 310,070,000	2008 Rescission of Liquidation Cash..... (11,260,214) ³
2011..... 310,070,000	2009 307,000,000
2012..... 330,000,000	2009 Rescission of Liquidating Cash (6,502,558) ⁴
2013..... 330,000,000	2010 310,070,000
	2011 310,070,000
	2012 307,000,000
	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	2023..... 506,150,000
2024..... 516,300,000	2024.....
2025..... 526,450,000	

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 \$32,000,00

069-2817
APPROPRIATIONS HISTORY
GENERAL FUND

APPROPRIATION REQUEST	APPROPRIATION ENACTED
2022.....124,500,000	2022.....124,500,000
2023.....124,500,000	2023.....124,500,000
2024.....124,500,000	
2025.....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.....
2024.....	2024.....
2025.....	2025.....

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.....
2024.....	2024.....
2025.....	2025.....

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.....	
2024.....	

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.....	
2024.....	

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.....
2024.....	2024.....
2025.....	

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