



U.S. Department of  
Transportation

# **BUDGET ESTIMATES**

**FISCAL YEAR 2026**

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**FEDERAL MOTOR  
CARRIER SAFETY  
ADMINISTRATION**

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SUBMITTED FOR THE USE OF  
THE COMMITTEES ON APPROPRIATIONS

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## Section 1 – Administrator’s Overview

### FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

#### FISCAL YEAR (FY) 2026 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) FY 2026 Budget requests **\$926.6 million** supporting **1,118 full time equivalents (FTE)** to execute our core mission of reducing crashes, injuries, and fatalities involving large trucks and buses.

In addition to the funding requested in this Budget, Infrastructure Investment and Jobs Act (IIJA) provides **\$134.5 million** in advance appropriations, for total anticipated budgetary resources of **\$1.061 billion**. This budget is grounded in the principles of improving efficiency, strengthening accountability, and providing a higher-quality government service at greater value to the American taxpayer.

We are committed to enhancing the safety of our Nation's roadways through diligent oversight of the commercial motor vehicle (CMV) industry, which includes over 800,000 active motor carriers, and approximately 7.2 million commercial driver's license (CDL) holders operating roughly 15 million large trucks and buses.

This budget prioritizes the core safety functions mandated by Congress while advancing programmatic improvements to enhance operational effectiveness and streamline processes. FMCSA is committed to leveraging technology and data, reviewing regulatory burdens, and ensuring necessary and fair enforcement to achieve our safety goals. With this budget, CMV safety will remain our top priority through the following funding allocations:

- Motor Carrier Safety Grants: \$536 million
- Motor Carrier Safety Operations and Programs: \$390 million
- IIJA Advance Appropriations: \$134.5 million

#### Motor Carrier Safety Grants

The \$536 million requested for FY 2026 will enable FMCSA to promote compliance and safety nationwide through motor carrier safety grant programs. These grant programs are essential force multipliers, providing critical financial assistance to state and local partners who conduct the majority of CMV safety enforcement activities, including millions of inspections and thousands of audits annually.

In FY 2026, FMCSA will leverage grant programs to improve commercial motor vehicle safety outcomes. The Motor Carrier Safety Assistance Program (MCSAP) will support enforcement and outreach activities by our state partners that reduce crashes and help detect human trafficking. High Priority Activities Program (HPAP) grants will enable states to target unsafe driving behaviors, deploy innovative technologies, and conduct critical research. The Commercial Driver’s License Program Implementation grants will ensure that only qualified

drivers hold CDLs and that driver records are accurate and up to date. FMCSA will also strengthen the commercial motor vehicle safety workforce through the CMV Enforcement Training & Support (CMVETS) grant program and expand the number of highly trained CDL holders through the Commercial Motor Vehicle Operator Safety Training (CMVOST) grant program, with a focus on supporting veterans and their families. These investments allow FMCSA and its partners to have the resources and training needed to deliver quality safety programs.

### **Motor Carrier Safety Operations and Programs**

The requested \$390 million for Motor Carrier Safety Operations and Programs provides the necessary resources for dedicated FMCSA staff to sustain mission-critical operations, including headquarters and field activities. These funds support the direct execution of FMCSA's safety mission through enforcement, compliance reviews, research and technology initiatives, IT modernization, and critical programmatic improvements. This funding enables FMCSA to effectively regulate the CMV industry, identify and address safety risks, develop data-driven policies, and increase operational efficiency.

Key initiatives supported by this funding include:

- **Modernizing Technology Systems:** A significant priority is the continued modernization of FMCSA's Information Technology (IT) systems to enhance security, efficiency, and service delivery. This includes replacing the over 30-year-old legacy registration system with a modern platform designed to simplify the registration process, improve user experience, and incorporate enhanced identity verification tools to reduce fraud. Modernization efforts also include improving and refining systems like the National Consumer Complaint Database and the overall IT infrastructure supporting field operations and data exchange. These upgrades are crucial for combating fraud, maintaining data integrity, and supporting effective safety oversight.
- **Optimized Enforcement and Compliance:** We will maintain robust safety monitoring programs, including the statutory requirement for new entrant safety audits, which examines basic safety management controls for carriers entering the industry. We will continue data-driven enforcement to identify and intervene with high-risk carriers, ensuring fairness, consistency, and due process in all enforcement actions. Resources will further support investigations and inspections conducted by FMCSA personnel and oversight of CDL training providers and medical examiners.
- **Advancing Safety Through Research and Data:** FMCSA will continue to prioritize research and data analysis to inform transportation safety programs and policies. Key efforts include the Crash Causal Factors Program (CCFP) to collect comprehensive data and better understand the root causes of CMV crashes as well as exploring innovative safety technologies and inspection methods, such as Level VIII inspections (which would analyze wirelessly transmitted data from technologies such as electronic logging devices, to evaluate the vehicle electronically while the CMV is in motion). These initiatives provide the foundation for developing effective countermeasures and targeting resources efficiently.

- **Streamlining Regulations:** Consistent with the goal of efficient government, FMCSA will continue to review existing regulations to identify opportunities for simplification, repeal of obsolete or redundant rules, and clarification of guidance, ensuring that regulations are necessary, cost-effective, and minimally burdensome while maintaining safety.

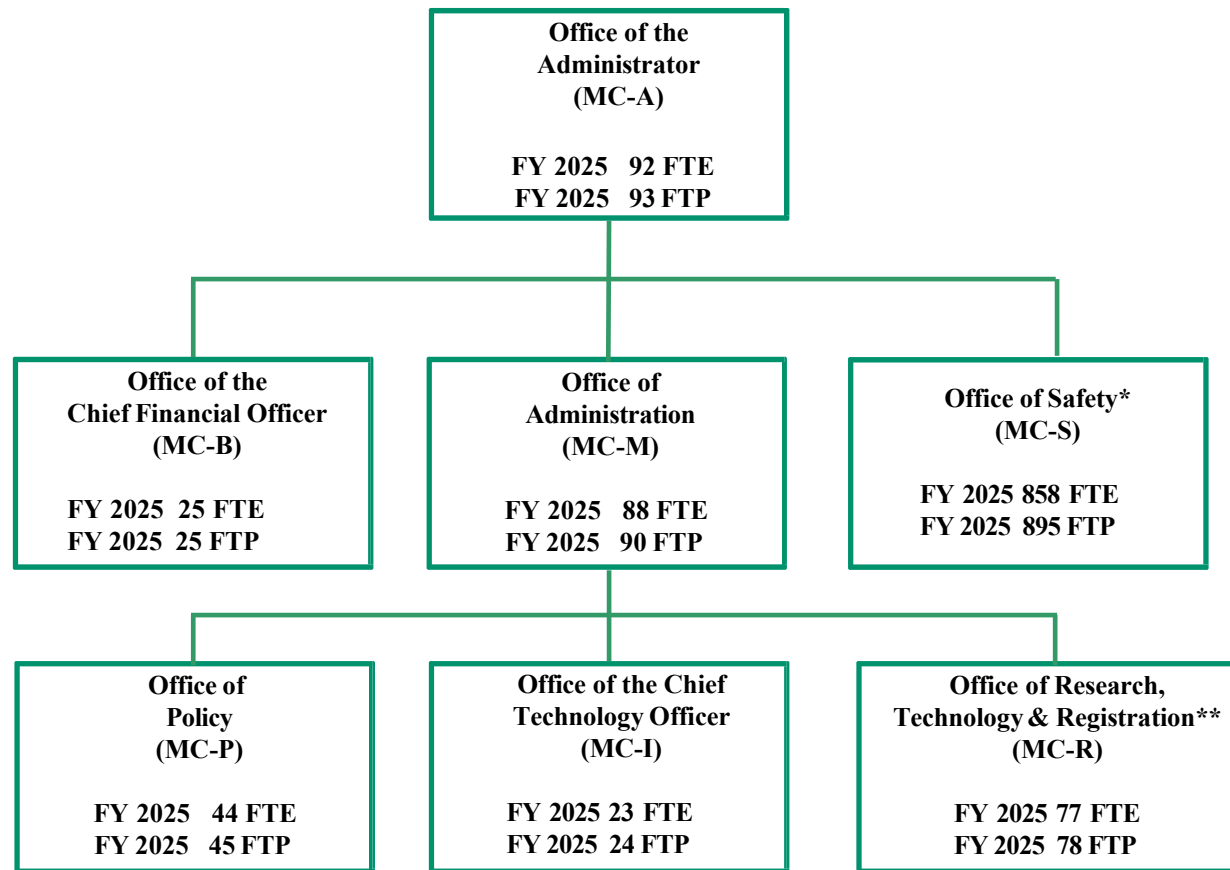
As the transportation industry evolves, FMCSA must adapt to ensure the safe movement of goods and passengers. This budget provides the necessary resources for FMCSA's dedicated workforce to uphold our safety mandate effectively and efficiently, focusing on core responsibilities, modernizing critical systems, and applying common sense principles to regulatory oversight. We are confident this request supports our commitment to improving safety on America's roadways and serving the American public responsibly.

## **Section 1: Overview**

## Exhibit I-A

### Federal Motor Carrier Safety Administration

#### FY 2025 FTE/FTP Organization Chart



Total FY 2025 FTE Estimate: 1,207 FTE

Total FY 2025 FTP Estimate: 1,250 FTP

\* Includes 6 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

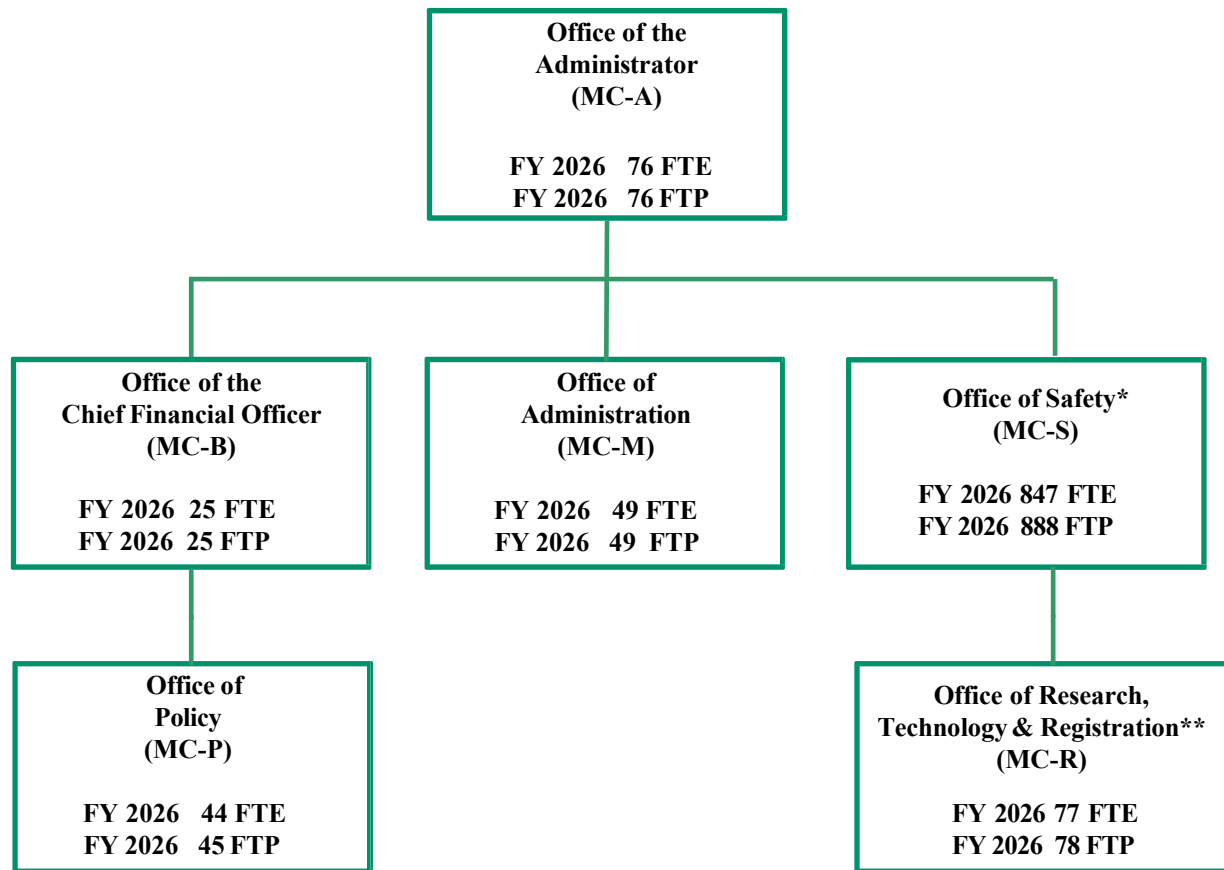
\*\* Includes 44 FTE funded with Licensing & Insurance (L & I) collected fees



## Exhibit I-A

### Federal Motor Carrier Safety Administration

#### FY 2026 FTE/FTP Organization Chart



Total FY 2026 FTE Estimate: 1,118 FTE

Total FY 2026 FTP Estimate: 1,161 FTP

\* Includes 6 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

\*\* Includes 44 FTE funded with Licensing & Insurance (L & I) collected fees

## **Section 2: Budget Summary Tables**

**EXHIBIT II-1**  
**FY 2026 BUDGET AUTHORITY**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**(\$000)**

ACCOUNT NAME	M / D	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
<b>Base Budget:</b>				
<b>Motor Carrier Safety Operations and Programs (TF)</b>				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 375,000	\$ 382,500	\$ 390,000
Liquidation on Obligation		\$ (375,000)	\$ (382,500)	\$ (390,000)
<b>Motor Carrier Safety Grants (TF)</b>				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 516,300	\$ 526,450	\$ 536,600
Liquidation on Obligation		\$ (516,300)	\$ (526,450)	\$ (536,600)
<b>Total Base Contract Authority Gross (TF)</b>		\$ 891,300	\$ 908,950	\$ 926,600
<i>[Mandatory BA]</i>		\$ 891,300	\$ 908,950	\$ 926,600
<i>[Discretionary BA]</i>				
<b>Rescissions</b>				
<b>Transfers</b>				
<b>Offsets</b>				
<b>Total Base Budget (Contract Authority) Net</b>		\$ 891,300	\$ 908,950	\$ 926,600
<b>IIJA Supplemental (Division J) (GF)</b>				
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
<b>Grand Total, All Appropriations</b>		\$ 1,025,800	\$ 1,043,450	\$ 1,061,100

EXHIBIT II-2  
FY 2026 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT  
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)

ACCOUNT NAME	M / D	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
Motor Carrier Safety Operations and Programs (TF)	M	\$ 411,000	\$ 382,500	\$ 390,000
Operating Expenses		\$ 297,829	\$ 269,329	\$ 312,829
Research and Technology		\$ 14,073	\$ 14,073	\$ 14,073
Information Technology		\$ 99,098	\$ 99,098	\$ 63,098
Motor Carrier Safety Grants (TF)	M	\$ 516,300	\$ 526,450	\$ 536,600
Motor Carrier Safety Assistance Program (MCSAP)		\$ 406,500	\$ 414,500	\$ 422,500
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 1,300	\$ 1,400	\$ 1,500
High Priority Activities Program (HPAP)		\$ 60,000	\$ 61,200	\$ 62,400
Commercial Drivers' License (CDL) Program Implementation Program		\$ 43,500	\$ 44,350	\$ 45,200
CMV Enforcement Training & Support (CMVETS)		\$ 5,000	\$ 5,000	\$ 5,000
TOTALS				
Gross New Budgetary Resources		\$ 927,300	\$ 908,950	\$ 926,600
TOTAL BUDGETARY RESOURCES:		\$ 927,300	\$ 908,950	\$ 926,600
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		\$ 1,061,800	\$ 1,043,450	\$ 1,061,100

**EXHIBIT II-4**  
**FY 2026 OUTLAYS**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**(\$000)**

	<u>M / D</u>	<u>FY 2024 ENACTED</u>	<u>FY 2025 ENACTED</u>	<u>FY 2026 REQUEST</u>
<b>Motor Carrier Safety</b>		\$ -	\$ -	\$ -
<b>National Motor Carrier Safety Program</b>		\$ -	\$ -	\$ -
<b>Motor Carrier Safety Operations and Program:</b>	<b>D</b>	\$ 408,000	\$ 432,000	\$ 428,000
<b>Motor Carrier Safety Grants</b>	<b>D</b>	\$ 398,000	\$ 576,000	\$ 580,000
<b>TOTAL:</b>		<u><u>\$ 806,000</u></u>	<u><u>\$ 1,008,000</u></u>	<u><u>\$ 1,008,000</u></u>
<b>IIJA Supplemental (Division J)</b>				
<b>Motor Carrier Safety Operations and Program:</b>	<b>M</b>	\$ 2,000	\$ 10,000	\$ 10,000
<b>Motor Carrier Safety Grants</b>	<b>M</b>	\$ 83,000	\$ 113,000	\$ 133,000
<b>Grand Total, Outlays from all Appropriations</b>		<u><u>\$ 891,000</u></u>	<u><u>\$ 1,131,000</u></u>	<u><u>\$ 1,151,000</u></u>
[Mandatory]		\$ 85,000	\$ 123,000	\$ 143,000
[Discretionary]		\$ 806,000	\$ 1,008,000	\$ 1,008,000

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 Operations and Programs (TF) 69-X-8159	FY 2024 ENACTED	FY 2025 ENACTED	Baseline Changes							FY 2026 Baseline Estimate	Program Increases/ Decreases <sup>1/</sup>	FY 2026 REQUEST
			Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	1,157	1,157								1,157	(89)	1,068
L&I FTE (Offsetting Collection)	44	44								44		44
DACH FTE (Offsetting Collection)	6	6								6		6
Total FTE	1,207	1,207								1,207	(89)	1,118
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits (S&B)	\$201,373	\$197,742	\$989			\$758				\$199,488	(\$11,899)	\$187,589
Travel	\$5,000	\$5,000							\$100	\$5,100		\$5,100
Transportation	\$376	\$383							\$8	\$391		\$391
GSA Rent	\$13,656	\$12,102					\$2,631			\$14,733		\$14,733
Communications, & Utilities	\$312	\$318							\$6	\$325		\$325
Printing	\$300	\$300							\$6	\$306		\$306
Contracts	\$62,505	\$39,994							\$800	\$40,794	\$38,713	\$79,507
Other Services:												
- WCF	\$13,214	\$12,375						(\$533)		\$11,842	\$11,899	\$23,741
Supplies	\$572	\$584							\$12	\$595		\$595
Equipment	\$246	\$250							\$5	\$255		\$255
Insurance Claims and Indemnities	\$275	\$281							\$6	\$287		\$287
Gross New Budgetary Authority	\$297,829	\$269,329	\$989	\$0	\$0	\$758	\$2,631	(\$533)	\$942	\$274,116	\$38,713	\$312,829
PROGRAMS												
Research and Technology	\$14,073	\$14,073								\$14,073		\$14,073
Information Technology	\$60,274	\$64,831								\$64,831	(\$64,831)	\$0
- WCF IT (Commodity IT)	\$38,824	\$34,267								\$34,267	\$0	\$34,267
- WCF IT (Programmatic IT)	\$0	\$0								\$0	\$28,831	\$28,831
Programs Subtotal	\$113,171	\$113,171								\$113,171	(\$36,000)	\$77,171
TOTAL	\$411,000	\$382,500	\$989	\$0	\$0	\$758	\$2,631	(\$533)	\$942	\$387,287	\$2,713	\$390,000

1/ The FY 2026 President’s Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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 2024 ENACTED	FY 2025 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 REQUEST
<b>PERSONNEL RESOURCES (FTE)</b>												
Direct FTE	0	0								0		0
<b>GRANT PROGRAMS</b>												
<b>Motor Carrier Safety Grants</b>												
Motor Carrier Safety Assistance Program (MCSAP)	\$406,500	\$414,500								\$414,500	\$8,000	\$422,500
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,300	\$1,400								\$1,400	\$100	\$1,500
High Priority Activities Program (HPAP)	\$60,000	\$61,200								\$61,200	\$1,200	\$62,400
Commercial Drivers' License (CDL) Program Implementation Program	\$43,500	\$44,350								\$44,350	\$850	\$45,200
CMV Enforcement Training & Support (CMVETS)	\$5,000	\$5,000								\$5,000	\$0	\$5,000
<b>Subtotal</b>	<b>\$516,300</b>	<b>\$526,450</b>								<b>\$526,450</b>	<b>\$10,150</b>	<b>\$536,600</b>
<b>TOTAL</b>	<b>\$516,300</b>	<b>\$526,450</b>								<b>\$526,450</b>	<b>\$10,150</b>	<b>\$536,600</b>

**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

**Motor Carrier Safety Grants (GF)**

<b>69-2817 2026/2029</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Unobligated Carryforward Balance, start of FY (+)	33,338	34,660	0
FY Advance Appropriations (Budget Authority) (+)	124,500	124,500	124,500
FY Planned Obligations (-)	(123,178)	(159,160)	(124,500)
Unobligated Balance, end of FY (+)	34,660	0	0

<b>Planned Obligations by Fiscal Year</b>	123,178	159,160	124,500
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**PERSONNEL RESOURCES (FTE)**

Direct FTE	0	0	0
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**FINANCIAL RESOURCES**

**ADMINISTRATIVE EXPENSES**

Salaries and Benefits

Travel

Transportation

GSA Rent

Communications, & Utilities

Printing

Other Services:	1,911	4,132	1,838
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-WCF

Supplies

Equipment

<b>Admin Subtotal</b>	<b>\$1,911</b>	<b>\$4,132</b>	<b>\$1,838</b>
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**PROGRAMS**

**Motor Carrier Safety Grants**

Motor Carrier Safety Assistance Program (MCSAP)	78,800	81,629	78,800
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Commercial Motor Vehicle (CMV) Operator Grant Program	2,200	2,000	2,000
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High Priority Activities Program (HPAP)	28,005	26,345	26,102
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Commercial Drivers' License (CDL) Program Implementation Program	12,262	45,054	15,760
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<b>Programs Subtotal</b>	<b>\$121,267</b>	<b>\$155,028</b>	<b>\$122,662</b>
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<b>IIJA/IRA TOTAL</b>	<b>\$123,178</b>	<b>\$159,160</b>	<b>\$124,500</b>
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**EXHIBIT II-5a**  
**SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS**  
**Federal Motor Carrier Safety Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

**Motor Carrier Safety Operations and Programs (GF)**

<b>69-2818 2026/2029</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
<b>Unobligated Carryforward Balance, start of FY (+)</b>	17,359	24,855	10,010
<b>FY Advance Appropriations (Budget Authority) (+)</b>	10,000	10,000	10,000
<b>FY Planned Obligations (-)</b>	(2,504)	(24,845)	(20,010)
<b>Unobligated Balance, end of FY (+)</b>	24,855	10,010	0

<b><u>Planned Obligations by Fiscal Year</u></b>	2,504	24,845	20,010
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**PERSONNEL RESOURCES (FTE)**

Direct FTE	0	0	0
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**FINANCIAL RESOURCES**

**ADMINISTRATIVE EXPENSES**

Salaries and Benefits

Travel

Transportation

GSA Rent

Communications, & Utilities

Printing

Other Services:	2,504	24,845	20,010
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-WCF

Supplies

Equipment

<b>Admin Subtotal</b>	<b>\$2,504</b>	<b>\$24,845</b>	<b>\$20,010</b>
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<b>IIJA/IRA TOTAL</b>	<b>\$2,504</b>	<b>\$24,845</b>	<b>\$20,010</b>
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**EXHIBIT II-6**  
**WORKING CAPITAL FUND**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**(\$000)**

	<u>FY 2024 ENACTED</u>	<u>FY 2025 ENACTED</u>	<u>FY 2026 REQUEST</u>
<b>DIRECT:</b>			
Motor Carrier Safety Operations and Programs	\$ 52,038	\$ 46,642	\$ 86,839
<b>TOTAL</b>	<u>\$ 52,038</u>	<u>\$ 46,642</u>	<u>\$ 86,839</u>

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

	<b><u>FY 2024 ENACTED</u></b>	<b><u>FY 2025 ENACTED</u></b>	<b><u>FY 2026 REQUEST <sup>3/</sup></u></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Motor Carrier Safety Operations and Programs	1,157	1,157	1,068
SUBTOTAL, DIRECT FUNDED	<u>1,157</u>	<u>1,157</u>	<u>1,068</u>
<b><u>OTHER--OFFSETTING COLLECTIONS</u></b>			
Other			
Direct License & Insurance (L & I) Fee Collection <sup>1/</sup>	44	44	44
Direct Drug and Alcohol Clearinghouse (DACH) Fee Collection <sup>2/</sup>	6	6	6
SUBTOTAL, OTHER	<u>50</u>	<u>50</u>	<u>50</u>
<b>TOTAL FTEs</b>	<b><u>1,207</u></b>	<b><u>1,207</u></b>	<b><u>1,118</u></b>

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

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

3/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

	<b><u>FY 2024 ENACTED</u></b>	<b><u>FY 2025 ENACTED</u></b>	<b><u>FY 2026 REQUEST</u></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Motor Carrier Safety Operations and Programs	1,200	1,200	1,111
SUBTOTAL, DIRECT FUNDED	<u>1,200</u>	<u>1,200</u>	<u>1,111</u>
<b><u>OTHER--OFFSETTING COLLECTIONS</u></b>			
Other			
Direct License & Insurance (L & I) Fee Collection <sup>1/</sup>	44	44	44
Direct Drug and Alcohol Clearinghouse (DACH) Fee Collection <sup>2/</sup>	6	6	6
SUBTOTAL, OTHER	<u>50</u>	<u>50</u>	<u>50</u>
<b>TOTAL POSITIONS</b>	<b><u>1,250</u></b>	<b><u>1,250</u></b>	<b><u>1,161</u></b>

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

2/ 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, as amended by the Infrastructure Investment and Jobs Act (Public Law 117-58), **\$390,000,000**, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: Provided, That funds available for implementation, execution, or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of **\$390,000,000**, for "Motor Carrier Safety Operations and Programs" for fiscal year 2026. Provided further, that of the sums appropriated under this heading-

(1) **\$312,829,000**, to remain available for obligation until September 30, 2027, is for the general operation expenses; and

(2) not less than **\$63,098,000**, to remain available for obligation until September 30, 2028, is for development, modernization, enhancement, and continued operation and maintenance of information technology and information management; and

(3) not less than **\$14,073,000**, to remain available for obligation until September 30, 2028, is for the research and technology program; and

Provided further, That the activities funded in paragraphs (1) through (3) of the preceding proviso may be accomplished through direct expenditure, direct research activities, grants, cooperative agreements, contracts, intra-agency or interagency agreements, or other agreements with public organizations

Note. --This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (division A of Public Law 119-4).

**EXHIBIT III-1**  
**Motor Carrier Safety Operations and Program (69-X-8159) (69-2818 2026/2029)**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2024 ENACTED</b>	<b>FY 2025 ENACTED</b>	<b>FY 2026 REQUEST</b>
Operating Expenses (TF)	\$ 297,829	\$ 269,329	\$ 312,829
Research and Technology (TF)	\$ 14,073	\$ 14,073	\$ 14,073
Information Technology (TF)	\$ 99,098	\$ 99,098	\$ 63,098
<b>TOTAL, Base appropriations</b>	<b>\$ 411,000</b>	<b>\$ 382,500</b>	<b>\$ 390,000</b>
FTEs			
Direct Funded	1,107	1,157	1,068
Direct L&I Fee Collection	44	44	44
Direct DACH Collection	6	6	6
<b>IIJA Supplemental Advance Appropriations</b>			
Operating Expenses (GF)	\$ 10,000	\$ 10,000	\$10,000
<b>TOTAL, Supplemental appropriations</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>
<b>TOTAL</b>	<b>\$ 421,000</b>	<b>\$ 392,500</b>	<b>\$ 400,000</b>

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 FMSCA 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 2025 TO FY 2026**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

	<u><b>\$000</b></u>	<u><b>FTE</b></u>
<b>FY 2025 ENACTED</b>	<u><b>\$382,500</b></u>	<u><b>1,207</b></u>
<b>ADJUSTMENTS TO BASE:</b>		
Annualization of Prior Pay Raises	\$989	
Annualization of new FY 2024 FTE	\$0	0
FY 2025 Pay Raises	\$0	
Adjustment for Compensable Days (261)	\$758	
GSA Rent	\$2,631	
Working Capital Fund	(\$533)	
Inflation and other adjustments to base	\$942	
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>\$4,787</b>	<b>1207</b>
<b>PROGRAM REDUCTIONS</b>		
Salaries & Benefits	(\$11,899) <sup>1/</sup>	(89)
Information Technology	(\$64,831) <sup>1/</sup>	
<b>SUBTOTAL, PROGRAM REDUCTIONS</b>	<b>(\$76,730)</b>	<b>(89)</b>
<b>PROGRAM INCREASES</b>		
Contracts	\$38,713	
WCF	\$11,899 <sup>1/</sup>	
WCF IT (Programmatic IT)	\$28,831 <sup>1/</sup>	
<b>SUBTOTAL, PROGRAM INCREASES</b>	<b>\$79,443</b>	<b>0</b>
<b>FY 2026 REQUEST</b>	<b>\$390,000</b>	<b>1,118</b>
<b>Supplemental Appropriations</b>	<b>\$10,000</b>	
<b>TOTAL</b>	<b>\$400,000</b>	<b>1,118</b>

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

## Detailed Justification for the Office of the Administrator

### FY 2026 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST	Difference from FY 2025
Salaries and Expenses	\$14,229	\$15,262	\$13,349	(\$1,913)
Program Costs	\$8,199	\$6,085	\$6,207	\$122
Admin Reserve	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$22,428</b>	<b>\$21,347</b>	<b>\$19,556</b>	<b>(\$1,791)</b>
<b>FTE</b>	<b>92</b>	<b>92</b>	<b>76</b>	<b>(16)</b>

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

FMCSA requests **\$19.6 million** and **76 FTE** to support the Office of the Administrator (OA) in FY 2026. 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), and Office of External Affairs (OEA). The Administrator provides executive direction for the FMCSA headquarters and field offices and is directly accountable to the Secretary and Deputy Secretary of DOT for a successful mission and program accomplishments. The Administrator advises the Secretary on all CMV safety matters and leads efforts in economic growth, fair 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 Infrastructure Investment and Jobs Act (IIJA) through increased grants and by prioritizing safety, modernizing FMCSA's information technology (IT), enabling new technology, streamlining regulations, and increasing Government efficiency and effectiveness.

#### Office of Chief Counsel (OCC)

The 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; and oversight of grant funding. 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 Legislative and Regulatory Affairs (OLRA) Division evaluates both existing and potential regulations, including technology-based regulations, and verifies compliance with the Administrative Procedural Act (APA) 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. 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 fairness and the application of due process in enforcement proceedings.
- 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 the Office of Management and Budget (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.

## **Office of Civil Rights (OCR)<sup>1/</sup>**

Title VII of the Civil Rights Act of 1964 (Title VII) and Section 501 of the Rehabilitation Act of 1973 (Rehabilitation Act) mandate that all federal personnel decisions be made free of discrimination based on race, color, religion, sex, national origin, reprisal or disability and also require that agencies establish a program of equal employment opportunity for all federal employees and job applicants. 42 U.S.C. §2000e-16 and 29 U.S.C. §791.

The Equal Employment Opportunity Commission's (EEOC) Management Directive 715 requires agencies to take appropriate steps to ensure that all employment decisions are free from discrimination. It also sets forth the standards by which EEOC will review the sufficiency of agency Title VII and Rehabilitation Act programs, which include periodic agency self-assessments and the removal of barriers to free and open workplace competition.

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 2026, the OCR will continue its high standard of programmatic enforcement of the Civil Rights Act of 1964, including Agency review of the potentially discriminatory impact of grantees' proposed activities before awarding Federal funds.

## **Office of External Affairs (OEA)**

The OEA consists of the Office of Communications, Outreach and Education and the Office of Government Affairs (OGA). 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, aligning overall agency messaging, executing digital strategies, and leveraging community and stakeholder outreach initiatives. 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 towards reducing fatalities on our Nation's roadways.

The OEA will continue to foster creative solutions to achieve common goals to improve roadway safety, save lives, and reduce crashes involving large trucks and buses. Within the OEA, the Office of Communications will execute a strategic communications strategy that strengthens

FMCSA's position as a champion of safety by executing a communications strategy that deploys effective digital solutions, creates, and executes national communications plans that promote key agency initiatives, addresses regional roadway safety challenges, and ensures the public receives timely and accurate information critical to the safe operation of commercial motor vehicles. The office will also develop and execute effective strategies to guide the agency's internal communications to promote overall organizational cohesiveness, situational awareness, employee wellness.

Also, the OEA will continue 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, highly visible traffic enforcement initiatives, through strategic media placements and outreach efforts that target both CMV and passenger vehicle drivers.

In FY 2026, the Office of Outreach and Education will continue promoting safety messaging and directing 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 Office of Communications and the Office of Outreach and Education will continue to support FMCSA's consumer protection responsibility through the consumer-focused 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. The Office of Outreach and Education will also expand awareness of work zone safety, safe speeds, and distracted driving prevention messaging nationwide to reduce crashes and fatalities in work zones.

The agency 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.

The OEA will also expand and support stakeholder engagement by seeking non-traditional stakeholders who 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.

## **Office of Government Affairs (OGA)<sup>1/</sup>**

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, authorizations, appropriations, and other initiatives. This office also serves as the primary point of contact for legislative updates among Congress and stakeholders and tracks the progress for internal and external use. The OGA is responsible for the development and coordination of Congressional briefings, coordinating technical assistance across the Agency, casework assistance requests to restore constituent's CDLs and operating authority, 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 and local elected officials, and stakeholders on Agency actions, legislative implementation plans, reauthorization efforts, and congressional reports.

## **Office of the Executive Secretariat (OES)**

The Office of the Executive Secretariat (OES) is housed within the OGA, which is responsible for all incoming and outgoing official correspondence with Government officials, external stakeholders, and all other correspondence addressed to the FMCSA Administrator, Deputy Administrator, and matters relating to motor carriers addressed to the Secretary. This includes correspondence intake, distributing to relative departments for answers both within FMCSA and the Department as a whole, tracking, and sending final responses.

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

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The Office of Administrator (OA) and its supporting executive offices are essential to the effective management and operational success of FMCSA. By fostering a mission-driven culture across the Agency, the OA ensures that strategic priorities are aligned with FMCSA's core goal of reducing crashes, injuries, and fatalities involving large trucks and buses. Through focused leadership, strategic planning, and enhanced internal coordination, the OA strengthens FMCSA's ability to manage programs, monitor safety outcomes, and deploy resources effectively, all to better serve the American public.

The Office of Chief Counsel (OCC) plays a vital role in upholding the legal soundness and effectiveness of FMCSA's programs. Through expert legal oversight, the OCC guarantees that regulatory and legislative initiatives are firmly grounded in statutory authority and aligned with the Agency's safety mission. This rigorous review process preserves the

integrity of FMCSA's actions by promoting regulations that are cost-effective, eliminate unnecessary duplication, and impose minimal burdens on the regulated community. As a result, the commercial motor carrier industry benefits from clearer guidance, streamlined regulatory requirements, and reduced administrative burdens, all of which support greater compliance and enhance overall safety outcomes.

With sustained investment and a clear focus on safety, innovation, and efficiency, FMCSA will continue to meet the needs of a changing transportation landscape and protect all who share America's roadways.

*1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.*

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

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**FY 2026 – General Operating Expenses Budget Request**

(\$000)

<b>Program Activity</b>	<b>FY 2024 ENACTED</b>	<b>FY 2025 ENACTED</b>	<b>FY 2026 REQUEST</b>	<b>Difference from FY 2025</b>
Salaries and Expenses	\$3,867	\$4,147	\$4,391	\$244
Program Costs	\$8,199	\$6,085	\$6,207	\$122
<b>Total</b>	<b>\$12,065</b>	<b>\$10,232</b>	<b>\$10,598</b>	<b>\$366</b>
<b>FTE</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>

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

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FMCSA requests **\$10.6 million** and **25 FTE** to fund the Office of the Chief Financial Officer (OCFO) in FY 2026. The OCFO's responsibilities are outlined in the Chief Financial Officer (CFO) Act of 1990 and multiple OMB Circulars including A-11, *Preparation, Submission, and Execution of The Budget*; A-136, *Financial Reporting Requirements*; A-123, *Management's Responsibility for Internal Control and the Uniform Guidance for Federal Financial Assistance*. The OCFO collaborates with Congressional staff members of the House and Senate Appropriations and Budget committees, the Office of Management and Budget (OMB), and the Office of the Secretary (OST) to formulate and execute the Agency's budget to support our safety mission. The OCFO ensures compliance with financial and grant statutes, regulations, and standards; aligns and integrates financial and grants systems and processes; and provides assurance that financial accountability, credibility, and integrity are maintained. The OCFO also supports FMCSA's highest priority of safety, and requires continued focus on accountability, employee expertise, process improvements, and risk management.

The Budget Office within the OCFO coordinates with every Program Office to compile the annual budget and the budget highlights document. Additionally, the Budget Office works closely with Congressional staffers, OMB, and OST on budget briefings, creates the Agency's spend plan, and monitors execution of the budget.

Working with the Office of the Chief Technology Officer (OCTO), the Budget Office provides program requirements and general oversight over the use of financial data through the Agency's Resource Management Tool (RMT) which is one of several management dashboards using a data visualization platform. The RMT supports greater transparency, analysis, data discovery, and risk mitigation. Users can access RMT directly. The OCFO also provides FMCSA leadership information to monitor mission spending during the full budget execution cycle to promote consistent funds



management. Visualization tools support data-driven decision-making across the Agency and are a key factor to pursue accurate cost estimates and projections; provide greater Bipartisan Infrastructure Law IIJA 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 collaborates with the Office of Policy (OP) to link financial and performance data and provide analytics and visual context to support organizational performance metrics.

The OCFO creates efficiencies in its continuously expanding roles for finance and accounting activities by maintaining e-Gov initiatives such as e-invoicing to streamline payment processes and support compliance for the Payment Integrity Information Act (PIIA) of 2019 requirements, G-Invoicing for intra-Governmental agreements, 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 System, DOT'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 United States Standard General Ledger (U.S. SGL) accounts, 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 CFO Act of 1990 and the OMB Circular A-123, *Management's Responsibility for Enterprise Risk Management and Internal Control*, 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 coordination 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. OCFO will continue its efforts to educate FMCSA personnel on the different types of fraud within the Federal Government.

Approximately 60% of overall FMCSA funding directly supports States and FMCSA safety partners through the formula and discretionary grant programs. The grant process requires FMCSA to sustain a comprehensive grants system that incorporates recipient information and data management into the full grants life cycle (e.g., pre-award, award, oversight, management, close-out, and audit). The detailed technical work of the Grants Management Office (GMO) ensures that the proposed budget request of **\$661.1 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.

As one of the Federal awarding Agencies 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. In FY 2026, the GMO will continue to collaborate with the FMCSA Program Offices to oversee grantees through site visits to monitor activities of recipients and identify areas for improvements. Site visits are an effective step to ensure adherence to safety laws and regulations. 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 are planned through random statistical analysis 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. The OCFO will continue to also provide monthly and quarterly submissions for the Digital Accountability and Transparency Act (DATA) to make complete, accurate, trackable, and useable financial information available for the public.

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

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The OCFO provides critical services that support the FMCSA and its mandate to reduce crashes and prevent injuries and fatalities involving large trucks and buses. The OCFO is responsible for providing oversight and stewardship of American tax dollars that are invested in FMCSA 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 and grants 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, development of the ERM framework, and fraud awareness 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)<sup>1/</sup>**

**FY 2026 – General Operating Expenses Budget Request**

(\$000)

<b>Program Activity</b>	<b>FY 2024 ENACTED</b>	<b>FY 2025 ENACTED</b>	<b>FY 2026 REQUEST</b>	<b>Difference from FY 2025</b>
Salaries and Expenses	\$3,557	\$3,815	\$0	(3,815)
Program Costs	\$1,929	\$1,432	\$0	(1,432)
Information Technology/Management	\$99,098	\$99,098	\$63,098	(36,000)
<b>Total</b>	<b>\$104,584</b>	<b>\$104,345</b>	<b>\$63,098</b>	<b>(41,247)</b>
<b>FTE</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>(23)</b>

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

FMCSA requests **\$63.1 million** in FY 2026 to fund the Office of the Chief Technology Officer (OCTO), supporting its safety and regulatory programs. The requested funding level also supports the ongoing partnership with the Department’s Office of the Chief Information Officer (OCIO) to centrally consolidate the management of certain Department level information technology (IT) services. This partnership will allow the OCTO to continue to focus on leading the software development and modernization efforts for FMCSA’s mission systems, optimizing the Agency’s IT operating model and instilling effective governance mechanisms. Through this approach, the OCTO will continue to ensure alignment between IT resources and the Agency’s critical priorities.

OCTO collaborates with the Department’s OCIO to improve IT infrastructure, cybersecurity measures, and digital transformation IT Shared Services. Commodity IT will continue to include voice, cable, wireless, network engineering, campus area network, desktop services, server operations, directory and messaging services, enterprise licensing, and enterprise dashboards. The Department’s IT infrastructure houses all FMCSA IT capabilities, which the Agency relies upon to facilitate its safety mission, partner and collaborate with stakeholders, conduct data analytics, ensure qualified commercial motor vehicles (CMVs) and drivers, and resolve safety issues. These capabilities enable FMCSA’s achievement of its mission to prevent all injuries and fatalities involving large trucks and buses by reducing crashes. FMCSA IT systems perform the

essential function of providing real-time data access to the enforcement community, industry, stakeholders, and the public in support of FMCSA’s mission.

OCTO has continued its commitment to focus on directly leading IT innovation and development that explicitly solves problems. Furthermore, OCTO has ensured that Agency mission imperatives, capabilities and requirements drive solution designs. This dedication to customer-centric delivery has significantly improved the usability and user experience of new FMCSA systems.

OCTO has successfully mapped FMCSA’s budget and resources to reflect the Agency’s past issues more accurately and distinctly regarding legacy tech, highlight its current successes, and demonstrably track its future progress. OCTO has done the due diligence to effectively deconstruct all of its outdated mission IT investments and then mapped the resources to FMCSA’s current, product-centric organization, and approach. OCTO has also consolidated and aligned its legacy budgets in the same manner. In FY 2026, OCTO will retire all outdated IT investments and establish new investments that improve oversight (**Figure 1**). Restructuring this way enables OCTO to be more transparent and accountable to Administration and Congress at the FMCSA portfolio level. OCTO’s new product-centric investments will enable it to shift focus for these investments to emphasizing delivering value through continuous improvement.

CURRENT IT INVESTMENTS		
<u>FMCSA0500</u> : Portal	<u>FMCSA3004</u> : National Compliance Investigation System (NCIS / CSA III)	<u>FMCSA5009</u> : Capri, Case Rite and UFA/AIM Re-Architect
<u>FMCSA1000</u> : Unified Registration System (URS)	<u>FMCSA4000</u> : Legacy Enforcement System	<u>FMCSA505B</u> : Training Provider Registry (TPR)
<u>FMCSA1002</u> : New Entrant (NE) Program and Safety Audit Process	<u>FMCSA4001</u> : Case Docketing and Management System (CDMS)	<u>FMCSA6002</u> : Help and Service Desk
<u>FMCSA1011</u> : URS Re-Architect	<u>FMCSA4002</u> : Motor Carrier Safety Assistance Program (MCSAP)	<u>FMCSA6006</u> : IT Management
<u>FMCSA2000</u> : Integrated Inspection Management System (IIMS)	<u>FMCSA5002</u> : Business Intelligence - Analysis and Information (A&I) Online	<u>FMCSA6111</u> : Network
<u>FMCSA2001</u> : Legacy Inspection Systems	<u>FMCSA5003</u> : Legacy Enterprise Mission Support Services	<u>FMCSA7000</u> : Resource Management
<u>FMCSA2002</u> : Electronic Logging Devices (ELD)	<u>FMCSA5004</u> : DataQs and Other Mission Support Systems	<u>FMCSA7001</u> : Grants Solutions
<u>FMCSA3000</u> : Sentri	<u>FMCSA5005</u> : Training Provider Registry (TPR)	<u>FMCSA7002</u> : CRM
<u>FMCSA3001</u> : National Registry of Certified Medical Examiners (NRCME)	<u>FMCSA5006</u> : Crash Prevention and Modernization	<u>*FMCSA8000</u> : Transfers - Franchise Fund (FF)

CURRENT IT INVESTMENTS		
<u>FMCSA3002</u> : Drug and Alcohol (D&A) Clearinghouse	<u>FMCSA5007</u> : Motor Carrier Management Information System (MCMIS)	* <u>FMCSA8001</u> : Transfers - Working Capital Fund (WCF)
<u>FMCSA3003</u> : Legacy Compliance Systems	<u>FMCSA5008</u> : Enterprise Data Management	
FY 2026 IT Investments		
<u>FMCSA3300</u> : Registration	<u>FMCSA8100</u> : Policy and Planning Governance	* <u>FMCSA8000</u> : Franchise Fund (FF) Transfers (*no change)
<u>FMCSA3301</u> : Registration Legacy	<u>FMCSA8400</u> : Cybersecurity & Privacy	
<u>FMCSA5200</u> : Safety	<u>FMCSA9900</u> : Enterprise	* <u>FMCSA8001</u> : Working Capital Fund (WCF) Funding Transfer
<u>FMCSA5201</u> : Safety Legacy	<u>FMCSA9901</u> : Enterprise Legacy	

**Figure 1: All current IT Investments will be retired and consolidated into new, appropriate Investments**

For example, with FMCSA’s Safety IT portfolio, OCTO improves strategic alignment and clarity by appropriately establishing two, new IT Investments (**Figure 2**):

- Safety Investment.
- Safety Legacy Investment.

Under the “Safety Investment,” the OCTO will track and report on its future-state and continuous improvement capabilities that directly align to FMCSA’s Safety program office and the Agency’s Safety goals and objectives. Under the second investment, the “Safety Legacy Investment,” OCTO will track and report more clearly on the value of retiring legacy systems through its decommissioning activities. As the legacy Safety systems complete decommissioning activities, the “Safety Legacy Investment” will retire in line with our legacy decommissioning activities.

FY 2026 Safety Investment	FY 2026 Safety – Legacy Investment
Budget clearly highlights continuous improvement & iteration	Technical debt clearly separated.
Emphasizes optimal cost of doing business	Emphasizes cost savings associated with decommissioning outdated systems.
This investment will endure	This investment will eventually be retired when decommissioning activities for all legacy safety systems are complete.
	Resource reallocation – both financial and human – will be clear as it occurs.

**Figure 2: Transparency and accountability advantages for new FY2026 Investments**

Having distinct investments for its future-State IT and legacy systems simplifies the reporting process. The OCTO will be able to provide more detailed and accurate information on the status, costs, and benefits of each category of investments, making it easier for the Administration, Congress, and stakeholders to understand FMCSA's IT strategy and priorities.

In FY 2026, OCTO plans to accomplish several modernization milestones across its IT portfolios, as well as complete the decommissioning activities associated with several legacy FMCSA systems. The decommissioning efforts will drive down costs through retirement of legacy software that is obsolete and make more space for innovation by eliminating legacy support issues and simplifying FMCSA's IT environment.

**Enterprise Services Portfolio:** Included in the FY 2026 Request, OCTO is on schedule to complete full operational capability (FOC) delivery of its data and analytics platform. This milestone represents a significant achievement for FMCSA, showcasing the Agency's progress towards enhancing data-driven decision-making capabilities. Completion of the platform will provide FMCSA with a powerful tool to analyze and visualize Agency data efficiently, paving the way for improved performance, transparency, and service delivery for both internal and external stakeholders.

Additionally, OCTO plans to complete the decommissioning activities associated with the following legacy Enterprise systems:

- Motor Carrier Management Information System (MCMIS):
  - Maintains detailed information about commercial motor carriers, hazardous materials shippers, and cargo tank manufacturers.
- FMCSA Portal:
  - Provides access to several, legacy FMSCA systems.
- Analysis and Information (A&I):
  - A combination of 11 systems that provide specific information and calculations using FMCSA collected data.
- Compliance Safety and Accountability Outreach (CSA):
  - Provides information on the FMCSA's CSA program to the general public, motor carrier industry, and enforcement community.
- CDLIS Gateway:
  - Routes authorized FMCSA users to retrieve Commercial Driver License Information System (CDLIS) driver records from the current licensing State by providing relevant Personally Identifiable Information (PII) concerning CDL drivers.

- Password Reset Tool:
  - Resets passwords.
- Download Center:
  - Downloads software, FMCSA published documentation, and training resources.
- Fens:
  - Letter generating service.

**Safety Portfolio:** Included in the FY 2026 Request, OCTO is on schedule to complete FOC delivery of FMCSA’s Safety Investigation and Crash Data capabilities. This revolutionary milestone will provide Federal and State partners with the capability to conduct the full suite of investigative responsibilities from a single interface, instead of having to log onto multiple systems separately. Furthermore, it will be optimized for use on any smartphone, tablet, or laptop and can start on one device and continue on another, and finish with or without internet connection.

Additionally, OCTO plans to complete the decommissioning activities associated with the following legacy Safety systems:

- Automated Commercial Environment Intervention Manager (AIM):
  - Supports carrier investigations.
- Compliance Analysis and Performance Review Information System (CAPRI):
  - Prepares Compliance Reviews (CR) and Safety Audits (SA) conducted by Federal and State personnel, as well as specialized cargo tank facility reviews, hazardous material (HM) shipper reviews and security contact reviews.
- SAFETYNET:
  - Allows entry, access, and reporting of data from driver/vehicle inspections, crashes, compliance reviews, assignments, and complaints; interfaces with Aspen, Safety and Fitness Electronic Records (SAFER), MCMIS, and State systems.
- Safety and Fitness Electronic Records (SAFER):
  - Distributes data from multiple FMCSA databases and provides a national data-sharing system for States that need to exchange information about carriers and commercial vehicles.
- Guard Electronic Field Operations Training Manual (eFOTM):

- Shares the following manuals electronically: Compliance, Enforcement, Safety Audit, Commercial Enforcement and Household Goods (HHG), Inspection Manual, State Program, Federal Program, Administration, Mexico Domiciled Motor Carrier, Hazmat.
- File Transfer Protocol (FTP) SAFETYNET:
  - Receives and distributes files to and from SAFER via secure FTP.
- Compliances Analysis Performance and Review Information (CAPRI) Web Service:
  - Transfers data from CAPRI to FTP SafetyNet.

**Workflow Portfolio:** Included in the FY 2026 Request, OCTO is on schedule to complete FOC delivery of both FMCSA’s National Consumer Complaint Database (NCCDB) and DataQs.

Additionally, OCTO plans to complete the decommissioning activities associated with the following legacy Workflow systems:

- Legacy NCCDB:
  - Provides online location where HHG or Safety Violations Complaints can be reported to meet requirements included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act.
- Legacy DataQs:
  - Files, tracks, and manages data accuracy concerns submitted regarding Federal and State data released to the public by the FMCSA.

**Commodity IT Shared Services through the Working Capital Fund (WCF):** The Department’s OCIO will continue to provide IT shared services to FMCSA in FY 2026. FMCSA’s share is based on actual commodity IT consumption in prior years as well as planned future consumption. The OCIO will only charge FMCSA for services rendered.

**Motor Carrier Safety Grants:** OCTO supports all the FMCSA Grants Solutions programs and 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.

The Agency’s ability to deliver expected portfolio and program oversight, data analysis, and reporting requirements will be limited if FMCSA’s remaining legacy systems do not meet current or emerging business needs. Therefore, FMCSA must complete the modernization of its safety, registration, and administrative systems through the implementation of its IT modernization plan, as well as continue the transformation of OCTO into an office that focuses



on innovating technology solutions that bring value to the Agency's mission in a speed-to-market fashion. In FY 2026, OCTO will continue to maintain its pace in operationally executing its IT modernization plan, as well as fulfilling its additional IT governance roles and responsibilities in collaboration with the OCIO.

In FY 2026, OCTO will also continue efforts to strengthen its information and quality assurance programs. OCTO is responsible for coordinating the selection of appropriate security controls and assurance requirements for organizational information systems to achieve adequate security for FMCSA's multifaceted information assets using a risk-based approach involving management and operational personnel within the organization. Working with the Department, FMCSA will apply baseline security controls, including firewalls, monitor software, provide role-based information security training, and implement other security measures as appropriate in coordination with OCIO. OCTO will deliver quality systems by defining and measuring quality; testing to determine whether they meet these standards; assessing risks; and reevaluating standards. FMCSA will deliver high quality, maintained, and secured information systems to ensure that FMCSA's safety and registry data effectively and efficiently enable FMCSA's safety programs and relationships with Federal, State, and industry partners.

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

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OCTO benefits the American public by creatively delivering secure services, adaptively responding to evolving IT requirements, and tightly integrating business processes to effectively implement the Infrastructure Investment and Jobs Act (IIJA). OCTO's commitment to collaboration within and across the Department, as well as with FMCSA's field offices nationwide, fosters the development of IT systems that equip FMCSA, and its State partners and stakeholders with the essential tools to fulfill the safety mission. This approach aims to enhance performance, security, reliability, and availability of networks and services.

With this particular FY 2026 request, OCTO will be able to significantly contribute to carrier compliance through the FOC delivery of FMCSA's all-in-one investigation capability. This capability will effectively streamline Federal and State level audits and investigations, enhancing accountability by ensuring carriers prioritize safety and maintain high standards of safety within their fleets. The resulting improvements in carrier compliance will directly contribute to reduced crash rates, fewer injuries, and fewer fatalities involving large trucks and buses, making the roads safer for all road users.

Additionally, the FOC delivery of FMCSA's data and analytics platform will provide the Agency with valuable insights and trends derived from data analysis capability that does not exist, today. This will enable informed decision-making based on real-time data, leading to more effective

regulatory strategies and enforcement actions. Furthermore, by harnessing predictive analytics capabilities, FMCSA can proactively identify potential risks and emerging regulatory and safety issues to public safety. This early detection will enable the FMCSA to take preventative measures, mitigate risks, and address compliance challenges before they escalate into costly issues.

*1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.*

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

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**FY 2026 –General Operating Expenses – Budget Request****(\$000)**

<b>Program Activity</b>	<b>FY 2024 ENACTED</b>	<b>FY 2025 ENACTED</b>	<b>FY 2026 REQUEST</b>	<b>Difference from FY 2025</b>
Salaries and Expenses	\$13,610	\$14,598	\$8,607	(\$5,992)
Program Costs	\$41,476	\$30,782	\$31,398	\$616
<b>Total</b>	<b>\$55,087</b>	<b>\$45,381</b>	<b>\$40,005</b>	<b>(\$5,376)</b>
<b>FTE</b>	<b>88</b>	<b>88</b>	<b>49</b>	<b>(39)</b>

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

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FMCSA requests **\$40 million** and **49 FTE** to fund the Office of Administration (OA) in FY 2026. The OA 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 OA includes five major program services: Acquisitions, Emergency Preparedness and Security, Human Resources, Management and Administrative Services, and Information Services.

**Office of Acquisitions Management<sup>1/</sup>**

FMCSA’s Office of Acquisitions Management (OAM) exercises its contracting authority to obtain products and services that sustain FMCSA’s infrastructure and support its mission to reduce crashes, injuries, and fatalities involving large trucks and buses through various program initiatives. OAM is responsible for the solicitation, award, administration, and closeout of all contracts and inter/intra-Agency agreements that support activities within FMCSA. OAM provides guidance and oversight on procurement policies, regulations, and standards for FMCSA.

OAM is responsible for supporting the Department’s category management and small business procurement goals. In accordance with Office of Management and Budget (OMB) Memorandum M-19-13, Category Management: Making Smarter Use of Common Contract Solutions and Practices dated March 2019, category management enables government 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. FMCSA category management targets are determined annually by the Office of the Senior Procurement Executive based on the total spend by the Operating Administration. Similarly, the Small Business Administration is responsible for ensuring the government-wide goal for participation of small businesses is established annually by directing a percentage of Federal contract and subcontract dollars to small businesses. FMCSA's small business targets are determined annually by the Office of Small and Disadvantaged Business Utilization based on the total spend by Operating Administration.

In accordance with OMB memorandum, M-22-03, Advancing Equity in Federal Procurement, dated December 2021, agencies are directed to increase their Small and Disadvantaged Business (SDB) goal to 15 percent of total eligible contracting dollars by 2025. DOT implemented a 20 percent SDB goal for OAs to meet this requirement annually, and, accordingly, OAM has increased its efforts to direct procurements and contract dollars to SDBs.

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

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

### **Office of Emergency Preparedness and Security Services**

The Office of Emergency Preparedness and Security Services (EPS) provides direct services to over 1,300 FMCSA employees across the country, as well as 600 contractors, processing more than 400 background investigations annually. Our security specialist(s) perform the full realm of security responsibilities; physical security (87 FMCSA facilities) management, processing personnel security, oversight of CMV operational security, manage the Agency emergency management functions, i.e., COOP Plan, Devolution, Reconstitution, respond to National and manmade disasters, liaison to DOJ, DHS, DOE, FEMA, issue and manage emergency declarations, manage building evacuations and shelter-in-place activities, perform the vehicle crash coordinator role, and represent FMCSA in all Security and Emergency Management matters.

The EPS overall goal is to ensure our Physical Access Control Systems (PACS) for our 87 FMCSA facilities meets the PIV authentication mechanisms in accordance with FIPS 201-2 and NIST SP 800-63 Digital Identity - GSA Guidelines. In addition, we want to move toward a Security Enterprise System, easing our transition to the Federal Government's new implementation plan of Identity, Credential, and Access Management (FICAM) system, which we plan to implement in FY 2026 to all 87 FMCSA facilities (NTC, Field Division Offices, Southern Border Inspection facilities). Our current systems (at least 40 percent) have defective and outdated, inoperable physical security equipment, which we are constantly having to repair or replace. Many of our field offices received their security equipment starting in 2006, with most still having the original issued equipment, i.e., 18 years old. Based upon our own site security assessments this past year and working in conjunction with recommendations from security system service providers, our current Physical Access Control Systems (PACS) are at the end of their lifecycles, requiring extensive maintenance, upgrades, and system license renewals. Some of our current vendors will not work on the system due to its age. To bring our current sites up to safety specifications, we requested and received 1.1 million dollars in FY 2024 to modernize 28 border facilities.

We're requesting funding in the amount of \$2,360,000 to modernize (second phase) the remaining 59 field offices. We expect the remaining 28 facilities will already have this transition completed in FY 2024 and FY 2025. Our plan is all newly installed security equipment will be one brand, preferably LenelS2 Systems, which is the current security system utilized in DOT HQ. These upgrades will align our Physical Access Control Systems (PACS) with other DOT units as well meet the Office of Management and Budget (OMB) policies M-05-24 and M-19-17 (Identity, Credential, and Access Management (ICAM), and Department of Homeland Security Presidential Directive 12 (HSPD-12 – PIV Card access). This modernization will ensure our staff members are capable to fulfill the FMCSA mission in a safe work environment. With the increased resources both funding and the FTE request, this will ensure FMCSA's security and emergency management functions are fully capable of meeting the Agency's growing needs. This means hiring and retaining the best qualified employees, develop future leaders, and maintain a high performing, diverse workforce that is effective in accomplishing FMCSA's safety, security, and emergency preparedness and response mission.

### **Office of Human Resources (OHR)<sup>1/</sup>**

The OHR provides direct services to over 1,200 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 Human Resource (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.

The HR staff provides real-time support for the implementation, execution, and reporting requirements under numerous Administration and Departmental priorities and initiatives.

### **Office of Management and Administrative Services**

The Office of Management and Administrative Services (OMAS) provides crucial services to the Agency: Nationwide space management, facilities, occupational safety, and health program management, metered and express mail services, real and accountable property and fleet management, printing, transit benefits, sustainability, and audiovisual program support.

FMCSA will continue to provide the most efficient service in support of FMCSA's mission as OMAS 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 (CBP), 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 all locations that contribute to the health and safety of our employees and support the hazard communication programs, personal protective equipment requirements, hearing conservation, heat injury and illness prevention program and fire and life safety. Critical program components also include inspections, hazard abatement and post-accident investigations. This program reduces risk to FMCSA employees, resulting in fewer workdays lost and lower overall workers' compensation costs.

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 \$52.6 million for FY 2026.

Each year the OA Services manages FMCSA's WCF operational plan. The OMAS 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.

The GSA is focused on consolidation and co-location of agencies in Federal space and improved space utilization as required by the Utilizing Space Efficiently and Improving Technologies Act (“USE IT Act”). In FY 2026, FMCSA anticipates reviewing expiring commercial leases in five locations, and seven locations in Federal buildings with anticipated relocations or renovations at an estimated cost of \$3.4 million to reduce square footage where feasible and better utilize real property.

FMCSA has converted the Safety Investigator position to a mobile worker position. This will be leveraged to further reduce our real property footprint while ensuring that employees are in proximity to CMV carriers. This will result in an increase in the government owned vehicles by 50 percent. FMCSA annually reviews vehicle usage, to include mileage and vehicle locations, and reassigns underutilized vehicles throughout the Agency to meet demand. FMCSA is also working with the other modes to assume leases where feasible as the rest of DOT is reducing their fleet due to return to in person work.

### **Office of Information Services (OIS)**

The OIS provides administrative and operational support for the entire Agency in the areas of the Freedom of Information Act (FOIA) and Directives information.

The FOIA staff responds to approximately 6,000 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 2023, FMCSA received 5,921 requests, which is a 91 percent 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, continued contract support is needed until the backlog is eliminated. Leveraging the support contract for the backlog processing will help bring FMCSA back into compliance with statutory requirements and enable FMCSA to then reduce contractor support. In addition to contract support, in FY 2026, the FOIA program will need to continue to increase outreach, proactive disclosure, and training efforts.

- 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 142 motor carriers that have had records 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. Currently, Content Management System (CMS) does not support the large documents we have to publish within the FOIA

Library. Transitioning from Adobe and the CMS to another platform that can host large sets of records and provide a search engine of published records will require continued contract support until it is fully maintained by the OIS.

- Training - Pursuant to 5 U.S.C. § 552(j)(2)(F), Agency Chief FOIA Officers are required to offer FOIA training to Agency personnel. 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 FMCSA FOIA program, funds available for training will help develop junior FOIA Analysts and provide continuing education for more seasoned FOIA Analysts. Department of Justice, Office of Policy (OP) offers free FOIA training annually; however, FMCSA is in competition for seats with the rest of the Federal Government. At this time, we will seek no cost training.

**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 OA 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.

*1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.*



## Detailed Justification for the Office of Policy (OP)

### FY 2026 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST	Difference from FY 2025
Salaries and Expenses	\$6,805	\$7,299	\$7,728	\$429
Program Costs	\$7,234	\$5,369	\$5,476	\$107
<b>Total</b>	<b>\$14,039</b>	<b>\$12,668</b>	<b>\$13,205</b>	<b>\$537</b>
<b>FTE</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>0</b>

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

FMCSA requests **\$13.2 million** and **44 FTE** for the Office of Policy (OP), which holds responsibility for providing the regulatory foundation for FMCSA's safety programs and enforcement operations. In FY 2026, the OP will focus on reviewing existing regulations to identify opportunities for simplification, repeal of obsolete or redundant rules, and clarification of guidance, ensuring that regulations are necessary, cost-effective, and minimally burdensome while maintaining safety. Key functions under FMCSA's OP include strategic planning and program evaluation in accordance with the Department's regulatory agenda. The OP will also continue audit liaison duties with the Government Accountability Office (GAO), DOT's Office of the Inspector General, and the National Transportation Safety Board (NTSB).

The OP's portfolio includes a focus on data-driven regulatory development, including the preparation of economic and environmental analyses; providing subject-matter expertise and guidance concerning driver and carrier operations safety rules; medical qualification standards for interstate truck and bus drivers; providing National leadership in training and testing requirements for State-licensed healthcare professionals responsible for conducting physical examinations of drivers; monitoring and auditing of more than 38,000 State-licensed healthcare professionals listed on the Agency's National Registry of Certified Medical Examiners (National Registry); and providing technical leadership in the area of 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 and maintaining a comprehensive Federal regulatory framework for CMV safety and, strengthening Agency programs by analyzing program effectiveness.

In FY 2026, the OP will work with the Office of Safety to monitor key Agency performance metrics to assess the initial impact of the first full year of implementation of key safety actions to reduce the number of CMV crashes, injuries, and fatalities. This includes assessing the 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. The SDLAs must meet the November 2024 compliance deadline and in FY 2026, the Agency anticipates having the first full year 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 February 2025, more than 180,000 individuals were listed in the prohibited status with more than 139,000 of those individuals listed as not having started the return to duty process.

The OP 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 exclusive electronic exchange of drivers' violation history information. The SDLAs must meet the August 2024 compliance deadline and in FY 2026, the Agency anticipates having the first full year 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 OP will also support the Office of Safety in assessing the effectiveness of increased traffic enforcement in high-crash corridors during the first four years (February 2022 through February 2026) of the Agency having emphasized this safety priority.

Funding for the OP 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, the operation of FACA committees, and serving as the Agency's liaison with the GAO, DOT OIG, and NTSB.

### **Autonomous Vehicle Technology**

In FY 2026, the OP will work towards completion of a notice of a proposed rule that would establish a Federal regulatory framework for the operation of automated driving systems (ADS) equipped CMVs on the Nations roadways. This would follow up on the May 2019 Advance Notice of Proposed Rulemaking and the February 2023 Supplemental Advance Notice of Proposed Rulemaking. The proposed rule 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. The establishment of the Federal regulatory framework would decrease the need for individual State safety Agencies to develop requirements for such operations.

### **Regulatory Development and Impact Analyses**

The OP anticipates the continuation of a robust regulatory reform agenda in FY 2026 to reduce the regulatory burden while reducing fatalities and crashes. In support of the Office of Safety, the OP anticipates development of a Notice of Proposed Rulemaking concerning the safety fitness determination (SFD) process used to evaluate the adequacy of motor carriers' safety management controls, or management practices to ensure compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and to prevent crashes and hazardous materials incidents. And in support of the Agency's Office of Registration, the OP anticipates publication of a Final Rule concerning the information technology (IT) system that regulated entities (e.g., motor carriers, freight forwarders, brokers, intermodal equipment providers, etc.) use to register with FMCSA.

### **Federal Advisory Committee Act (FACA)**

In FY 2026, FMCSA will manage two FACA groups: the Medical Review Board (MRB), and the Motor Carrier Safety Advisory Committee (MCSAC).

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 CMVs in interstate commerce. 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. The Agency anticipates holding meetings of its MRB to discuss recent research concerning individuals with these medical conditions and receiving recommendations to be considered before initiating regulatory actions in FY 2026.

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 20 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.

### **Qualifications of Drivers**

With FY 2026 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.

- **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 2026 resources will enable the Agency to fulfill the statutory requirements 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). FMCSA anticipates having sufficient resources to take appropriate actions against individuals based on the audits and investigations.
- **Medical Certification of Drivers:** The FMCSA Medical Programs Division within the OP 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. As noted above, the Agency anticipates initiation of rulemakings concerning its seizure standard and its criteria concerning drivers with hypertension. The prevalence of medical

conditions related to an aging CMV driver population, such as hypertension and cardiovascular disease, is significant and the medical certification process needs to reflect the best medical practices to ensure drivers are fit for duty.

- **Medical Examiners Handbook and National Registry Test Updates:** In addition to the IT 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 which was released in the second quarter of FY 2024 and assists healthcare professionals in understanding the Federal driver qualifications rules. The handbook also serves as a reference manual for medical examiners to review topics they may not encounter on a frequent basis. For FY 2026, the Agency anticipates publication of a Federal Register notice seeking public comment on the 2024 handbook to determine whether updates should be considered. The feedback on areas where the handbook could be improved would be used as the basis for issuing a second edition of the handbook by the end of FY 2026. 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 OP 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 OP's resources also support the Agency's strategic planning efforts and the establishment of performance metrics, monitoring activities intended to support the implementation of IIJA requirements, and evaluating accomplishments against established plans, goals, and objectives ensuring Agency compliance with the Government Performance and Results Modernization Act (GPRAMA). The OP 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 2026 resources to leverage crash and inspection data routinely collected to perform qualitative and quantitative assessments of Motor Carrier Safety Assistance Program (MCSAP) State partners' performance measures and best practices.

In addition, the OP 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 Compliance, Safety, Accountability (CSA); Commercial Motor Vehicle Operator Safety Training (CMVOST) Grants; and SDLA Compliance with the Non-issuance and Downgrade of CDL rule.

The OP functions as a liaison and coordinates activities with external oversight organizations, including GAO, DOT OIG, and NTSB. The OP 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 36 GAO, OIG, and NTSB recommendations between FY2020 and FY2024. FMCSA anticipates the closure of 32 additional recommendations through FY2025 to continue improving operational effectiveness and efficiency, as well as making safety improvements.

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

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The OP's programs and activities cover a multitude of issues concerning the implementation of IJIA-mandated rulemakings and programs, and Safe System Approach 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 professionally installed and maintained on these vehicles. While the 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 MCSAP, 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 2024 Medical Examiner's Handbook.

## Detailed Justification for the Office of Research and Registration (MC-R)

### FY 2026 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST	Difference from FY 2025
Salaries and Expenses	\$5,104	\$5,474	\$5,796	\$322
Program Costs	\$6,270	\$4,653	\$4,746	\$93
Research and Technology	\$14,073	\$14,073	\$14,073	\$0
<b>Total</b>	<b>\$25,447</b>	<b>\$24,201</b>	<b>\$24,616</b>	<b>\$415</b>
<b>FTE</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>

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

FMCSA requests **\$24.6 million**, and **33 FTE** in FY 2026 to fund the Office of Research and 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 2010, fatal crashes involving large trucks have steadily increased to 5,279 fatal crashes in 2022, a 61.4 percent increase. Over that same time, non-fatal crashes involving large trucks increased by 89.4 percent to an estimated 498,000 such crashes in 2022. Additionally, from 2010 to 2022 the number of FMCSA regulated motor carriers increased by 58 percent to 813,844, and the number of drivers increased by 36 percent to 7.2 million (interstate drivers and intrastate CDL drivers). By completing targeted research, crash analysis, and statistical analysis activities in FY 2026, 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 safety mission.

The Office of Research and Registration (MC-R) consists of two subordinate offices: the Office of Registration (MC-RS) and the Office of Research (MC-RR).

### Office of Registration (MC-RS)

FMCSA's Office of Registration (MC-RS) manages the FMCSA registration decisions, letters, and certificate requirements of the commercial motor vehicle (CMV) industry. These requirements include all the information collection and filings associated with applying for FMCSA registration. MC-RS also ensures applicants are fit, willing, and able to comply with all



federal regulatory and statutory requirements of registration. MC-RS is responsible for addressing all questions and inquiries from industry as it relates to the registration requirements. MC-RS is committed to delivering high quality safety registration and customer service to the CMV industry and internal/external customers, including running FMCSA's Customer Contact Center; FMCSA's front-door customer service operation, supporting nearly 500 new applicants daily and approximately 800,000 existing registrants.

#### **FY 2026 Office of Registration Program Activities:**

- **Fraud Prevention** – Refining the identity proofing and business verification services ensuring they are well integrated with the new FMCSA Registration System.
- **FMCSA Customer Contact Center** – Continue expansion under the direction of the FMCSA Customer Service Division, to provide one-stop and one phone number customer support to the CMV Industry. The Customer Service Division will continue to provide an increasing level of customer service and support to the more than 30,000 weekly customer engagements.
- **Broker and Freight Forwarder Financial Responsibility Rule** – The Financial Responsibility Filings Division will continue to develop the policies and procedures to oversee the implementation of the Broker and Freight Forwarder Financial Responsibility Rule that takes effect in calendar year (CY) 2025 and 2026. Establishing the oversight required for this rule – the Broker Transparency Rule – and the increasing commercial insurance issues will require one additional L&I FTE in FY 2026.
- **New Modernized Registration System** – The Registration Division will oversee the deployment and sustainment of the new modernized federal registration system, called MOTUS, in CY 2025 and beyond. The first release in CY 2025 will be the beginning and will not be the completion of the development work. Significant MOTUS development will continue into CY 2026. In addition to developing and deploying MOTUS, the Registration Division will also be developing the policies and procedures for the new registration fraud team.
- **Vetting Expansion** – The Vetting Division will experience a significant increase in workload upon the deployment of the new registration system. The new registration system will screen all applications for reincarnation behavior, flagging more applications for vetting than today. The Vetting Division will continue the expansion of the vetting operations to ensure every application type is properly vetted and applicants are fit, willing, and able to comply with FMCSA policies and regulations.

## Office of Research (MC-RR)

The Office of Research manages a variety of research and technology activities and is responsible for gathering of statistical data and analysis of data. The Office is comprised of 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 Applied 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 carrier issues. Their work includes safety research in driver fatigue, distraction, and impairment areas.
- The Advanced 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), as well as research related to the use of advanced roadside inspection technologies.
- The Crash Data Analytics 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 Crash Causal Factors Program (CCFP). The CCFP is a multi-phase program, initiated by Congress, 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 2026 will allow FMCSA's Office of Research to execute Congressionally mandated activities, other focused studies, and activities which advance Departmental goals. FMCSA formulates its research projects using the Department'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 other 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.

FMCSA's research efforts are focused, results-based, measurable, and produce documented findings to support stakeholders involved in improving CMV safety.

### **FY 2026 Research and 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. Research on leveraging advanced monitoring and diagnostic technologies such as Level VIII inspections (which would analyze wirelessly transmitted data from technologies such as electronic logging devices, to evaluate the vehicle electronically while the CMV is in motion), to improve motor vehicle screening by State CMV enforcement agency partners at the roadside are 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 research into

carrier safety cultures 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 2026, the R&T program will continue its emphasis on research related to enhancing the safety of drivers, vehicles, and carriers, while expanding ADS research, and roadside screening technologies, as well as driver employment, licensing, and fitness areas.

### **FY 2026 Crash Data, Statistics, and Analysis Program Activities**

The activities in this program area ensure that FMCSA focuses its resources on programs in which data support a greater investment. These data are essential to FMCSA's Safety Measurement System (SMS), 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.

This program area 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.

FMCSA's new Crash Data Analytics 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 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 Analytics Division will analyze crash data by carrier type, size, commodity, and age (New Entrant), allowing the Office of Safety to develop varying intervention strategies.

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

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CMV crashes can result in loss of life, debilitating injuries, and significant damage to property and surrounding infrastructure. FMCSA's research, 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 activities conducted by FMCSA's Office of Research 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, and/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 2026 – General Operating Expenses Budget Request

(\$000)

Program Activity	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST	Difference from FY 2025
Salaries and Expenses	\$131,774	\$141,339	\$147,718	\$6,378
Program Costs	\$23,149	\$17,181	\$17,524	\$344
<b>Total</b>	<b>\$154,923</b>	<b>\$158,520</b>	<b>\$165,242</b>	<b>\$6,722</b>
<b>FTE</b>	<b>852</b>	<b>852</b>	<b>841</b>	<b>(11)</b>

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

FMCSA requests **\$165.2 million** and **841 FTE** for the Office of Safety in FY 2026. 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 commercial motor vehicle (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.

**The Office of Safety Field Operations** conducts investigations on truck and bus companies to determine their level of compliance at the time of the investigations. Most Office of Safety staff work in the field in a Service Center, Division, or Field Office. Both Headquarters and the field concentrates on outreach to our industry partners and stakeholders and works closely with our grant recipients for oversight. In FY 2023 over 450 outreach activities were conducted by our field staff providing education furthering the mission of the Agency.

The Office of Safety also has 134 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 (FMCSRs) and Hazardous Materials Regulations (HMRs). Audits are performed on Mexico-domiciled motor carriers. The Office of Safety border staff and State partners conducted over 270,000 inspections along the southern border commercial zone, including roughly 122,000 inspections in FY 2023 on Mexico-domiciled carriers' CMVs and drivers crossing the border into the U.S.

In FY 2026, the Office of Safety will continue to expand its programs that focus on achieving FMCSA's mission of reducing crashes involving commercial motor vehicles. Key positions to be hired in FY 2026, include those to support: 1.) Expansion of the Crash Preventability Determination Program to deliver results for industry, 2.) Reorganizing staff to support an Office of Safety Strategic Data Team, 3.) Additional Resources to meet PMR Investigations Increase Goal. The Office of Safety will also continue increasing its Safety Investigator staff to increase the number of investigations, interventions, education, and technical assistance to motor carriers. 4.) Streamline Programmatic Grant Management. This work supports the agency's mission to reduce crashes involving commercial motor vehicles.

**Crash Preventability Determination Program (CPDP)** is a program designed to assess preventability of certain crashes to change how they are viewed in the Safety Measurement System (SMS). The CPDP currently limits the types of crashes that are available for review due to limited resources; however, the types of crashes that will be considered for review will be expanded. The Office of Safety also seeks to reduce the response time in making determinations of preventability.

**Reorganizing staff to support an Office of Safety Strategic Data Team.** FMCSA currently has Program Analysts focused on a single division; however, the crash data support of these positions is better served within regional offices. The Office of Safety will reorganize these positions and continue to provide training in conjunction with the Office of Research and Registration (MC-R) to ensure that the individuals in these programs have the skills needed to use this information to make critical safety decisions.

**Additional Resources to meet PMR Investigation Increases.** FMCSA will continue to hire Safety Investigators and implement Senior Investigator positions throughout the country to ensure that the number of interventions can continue to increase. This will involve continuing to run additional academies as needed and working with the National Training Center to update curriculum to ensure legal sufficiency and due process standards are met.

**Streamline Programmatic Grant Management.** Programmatic management of grants currently takes place in three offices within the Office of Safety as well as in MC-R. The Office of Safety will merge its grant management functions into the State Program Division and will also absorb High Priority-ITD grant management functions from MC-R. Additionally, the Office of Safety will implement recommendations from OIG audit recommendations as appropriate.

In FY 2026, the **Office of Enforcement and Compliance** within the Office of Safety will review the changes made to the Agency's SMS and 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 technical assistance efforts directly to CMV drivers. The OECA will also review the Safety Fitness Determination Process, and if needed, modifying the way FMCSA rates motor carriers. This office will also consider options for implementing a Beyond Compliance Program for motor carriers that voluntarily implement safety technology to reduce crashes.

The Office of Safety works closely with representatives of Mexico and Canada to promote safety and address areas of concern. In FY 2026, the organization will complete the implementation of the recommendations that resulted from the 2023 CDL Memorandum of Agreement working group. This group was formed to discuss ways to improve license checks at the borders and continue to promote harmonization of issuance processes between the two countries. The Office of Safety will continue to strengthen their investigation and disposition of suspected false foreign licenses and non-domiciled CDLs issued.

In FY 2026, 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 and improve operational efficiency. The Office of Safety will also expand its capacity to conduct safety interventions that meet legal sufficiency standards, provide due process, and operating with integrity. This will include developing and implementing training for federal and state staff.

The continued growth in automated vehicles will require FMCSA to understand and keep up with the everchanging technology. The Office of Safety prepared a policy in FY 2024 and provided training to its staff to look for opportunities to implement this oversight program to prevent crashes. Additionally, the Office of Safety expects to expand its ability to analyze the industry to understanding external factors that impact crashes on our Nation's highways.

The Office of Safety will continue to identify and address fraudulent activity in the industry. Staff in the Office of Safety will continue to improve identification and enforcement activities on carriers that have been identified as conducting fraudulent practices, including household goods carriers.

In addition, in FY 2026, the Office of Safety will process, vet, investigate and resolve broker complaints based on policies and procedures that were developed in FY 2025. This effort will require dedicated staffing to focus on non-compliant brokers within the industry.

Misrepresentation and issues related to transparency of rates between motor carriers and brokers have become more common place and warrant additional resources in the Commercial Enforcement Division to be dedicated to FMCSA's oversight in this area.



**The Office of Safety of Safety Programs** manages the Agency's safety grants, commercial driver's license standards and regulations, drug and alcohol programs, and the National Training Center. 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). FMCSA will award \$661.1 million in grant funds over these programs in FY 2026. FMCSA will also work with internal stakeholders to improve the efficiency of the intake, evaluation, and award process as well as improve the applicant experience through technical assistance efforts prior to issuing the Notice of Funding Opportunities for discretionary grant programs.

On average, through the MCSAP program, the States and the Office of Safety conduct approximately 3.3 million inspections and over 12,500 investigations annually. In FY 2026, because of the increases in IIJA grant funding in previous years, the Office of Safety expects its MCSAP partners to continue increases in 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 audit focused on prohibited driver requirements, and investigations of out of service carrier operations. FMCSA will evaluate the results of changes to Maintenance of Effort (MOE) that will give states more flexibility in counting activities to achieve this condition of the grant. The Office of Safety will monitor the outputs, work collaboratively with the Office of Policy (MC-P) in reporting metrics, and ensure that enforcement and compliance investigations are conducted with fairness and integrity. Overall, the efforts will ensure safer people and safer vehicles. The MCSAP grant program will award a total of \$422.5 million, plus \$80 million in supplemental funds to all 50 states, District of Columbia, U.S. Virgin Islands, Guam, and the Northern Marianas.

The High Priority CMV and ITD discretionary grant program funds initiatives to supplement a State/Territory's CMV safety, enforcement, and outreach efforts through targeting unsafe driving, detecting and preventing human trafficking, implementing innovative technological solutions, support research, and detect and immobilize CMVs operating unsafely on our Nation's roadways. For example, several States have deployed systems that integrate traffic incident information with in-cab systems that provide real-time warning alerts to CMV drivers. One State reported that CMV drivers reduced their speeds 8-10 mph after receiving these alerts and have avoided known trouble spots for large trucks. In FY 2026, FMCSA will award \$62.4 million plus \$26.5 million in supplemental funds under this program.

The CDLPI discretionary grant program provides help to the States and other eligible entities to improve the National CDL program and achieve compliance with FMCSA's CDL regulations. It also seeks to ensure quality electronic exchange of data between jurisdictions. In FY 2026,

FMCSA will award \$45.2 million plus \$16 million in supplemental grant funding under this program. FMCSA will also conduct additional education and technical assistance to eligible grantees to avoid a surplus of grant funds. The transition of training of external partners began in FY 2023. By FY 2026, 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. The CMV-ETS Grant is a \$5 million annual grant. In FY 2026, FMCSA will work to make improvements to program delivery with the recipient of this grant.

The CMVOST grant program remains one of FMCSA's most impactful programs, awarding funding to non-profit entities that provide CDL training to drivers. This funding is used to supplement or cover the cost of these programs for veterans, military spouses, and other underserved populations. In FY 2026, FMCSA will award \$1.5 million, plus \$2 million in supplemental funding, and will provide education and technical assistance to stakeholders to increase the pool of applicants for the program.

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

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In FY 2024, the Office of Safety began the development of a new complaint database in response to the Government Accountability Office (GAO) audit of the Agency's National Consumer Complaint Database (NCCDB). In FY 2026, 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 additional crash types in the Agency's Crash Preventability Determination Program (CPDP). The introduction of additional crash types and allowing the submission of videos has been well received by the industry. The Office of Safety will also look to reduce response times by increasing staffing, process improvement, and use of technology.

During FY 2026, 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 allowed to operate for three years ending in FY 2026. Analysis of the pilot program and recommendations for moving forward will be completed in FY 2026.

Additionally, using FMCSA grants, the Office of Safety will continue to provide technical assistance and ensure the Agency implements quality grant oversight processes to ensure the agency and its grant partners are good stewards of taxpayer dollars.

At the State level, the Office of Safety will continue to oversee the safety of 813,844 motor carriers and 7.2 million commercial drivers; identify unsafe motor carriers; and conduct investigations and emphasize fairness 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. Furthermore, the Office of Safety will dedicate resources to identify factors that are contributing to crashes that may not be evident in the crash data itself by engaging with stakeholders to identify potential crash issues and provide resources to prevent them before they occur.

### 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, **\$536,600.000**, 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 **\$536,600,000** in fiscal year 2026 for "Motor Carrier Safety Grants": Provided further, That of the amounts made available under this heading—

- (1) **\$422,500,000**, to remain available for obligation until September 30, 2027, shall be for the motor carrier safety assistance program;
- (2) **\$45,200,000**, to remain available for obligation until September 30, 2027, shall be for the commercial driver's license program implementation program;
- (3) **\$62,400,000**, to remain available for obligation until September 30, 2027, shall be for the high priority program;
- (4) **\$1,500,000**, to remain available for obligation until September 30, 2027, shall be for the commercial motor vehicle operators grant program; and
- (5) **\$5,000,000**, to remain available for obligation until September 30, 2027, shall be for the commercial motor vehicle enforcement training and support grant program.

Note. --This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (division A of Public Law 119-4).

**Motor Carrier Safety Grants (69-X-8158) (69-2817 2026/2029)**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**Summary by Program Activity**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2024 ENACTED</b>	<b>FY 2025 ENACTED</b>	<b>FY 2026 REQUEST</b>
<b>Motor Carrier Safety Grants</b>			
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 406,500	\$ 414,500	\$ 422,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,300	\$ 1,400	\$ 1,500
High Priority Activities Program (HPAP) (TF)	\$ 60,000	\$ 61,200	\$ 62,400
Commercial Drivers' License (CDL) Program Implementation Program	\$ 43,500	\$ 44,350	\$ 45,200
CMV Enforcement Training & Support Grant Program (TF)	\$ 5,000	\$ 5,000	\$ 5,000
<b>SUBTOTAL</b>	<b>\$ 516,300</b>	<b>\$ 526,450</b>	<b>\$ 536,600</b>
<b>IIJA Supplemental Advance Appropriations</b>			
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
<b>SUBTOTAL</b>	<b>\$ 124,500</b>	<b>\$ 124,500</b>	<b>\$ 124,500</b>
<b>TOTAL</b>	<b>\$ 640,800</b>	<b>\$ 650,950</b>	<b>\$ 661,100</b>

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 2025 TO FY 2026**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

	<u><b>\$000</b></u>	<u><b>FTE</b></u>
<b>FY 2025 ENACTED</b>	<b><u>\$526,450</u></b>	
<u><b>ITEM</b></u>		
<b>ADJUSTMENTS TO BASE:</b>		
Inflation and other adjustments to base	\$0	
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>\$0</b>	<b>0</b>
<b>PROGRAM REDUCTIONS</b>		
<b>SUBTOTAL, PROGRAM REDUCTIONS</b>	<b>\$0</b>	<b>0</b>
<b>PROGRAM INCREASES</b>		
Motor Carrier Safety Assistance Program (MCSAP)	\$8,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$100	
High Priority Activities Program (HPAP)	\$1,200	
Commercial Drivers' License (CDL) Program Implementation Program	\$850	
CMV Enforcement Training & Support (CMVETS)	\$0	
<b>SUBTOTAL, NEW OR EXPANDED PROGRAMS</b>	<b>\$10,150</b>	<b>0</b>
<b>FY 2026 REQUEST</b>	<b>\$536,600</b>	<b>0</b>
<b>Supplemental Appropriations</b>		
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	
<b>TOTAL, Supplemental appropriations</b>	<b>\$124,500</b>	<b>0</b>
<b>TOTAL</b>	<b>\$661,100</b>	<b>0</b>

## FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

### Motor Carrier Safety Grants (MCSG)

(\$000)

	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST
<b>Motor Carrier Safety Grants</b>			
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 406,500	\$ 414,500	\$ 422,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,300	\$ 1,400	\$ 1,500
High Priority Activities Program (HPAP) (TF)	\$ 60,000	\$ 61,200	\$ 62,400
Commercial Drivers' License (CDL) Program Implementation Program (TF)	\$ 43,500	\$ 44,350	\$ 45,200
CMV Enforcement Training & Support Grant Program (TF)	\$ 5,000	\$ 5,000	\$ 5,000
<b>SUBTOTAL</b>	<b>\$ 516,300</b>	<b>\$ 526,450</b>	<b>\$ 536,600</b>
<b>IIJA Supplemental Advance Appropriations</b>			
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
<b>SUBTOTAL</b>	<b>\$ 124,500</b>	<b>\$ 124,500</b>	<b>\$ 124,500</b>
<b>TOTAL</b>	<b>\$ 640,800</b>	<b>\$ 650,950</b>	<b>\$ 661,100</b>

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

FMCSA requests **\$536.6 million** for its' Motor Carrier Safety Grants (MCSG) programs. The Infrastructure Investment and Jobs Act (IIJA) provides an additional **\$124.5 million** in advance appropriations, for total anticipated budgetary resources of **\$661.1 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, including 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's formula and discretionary grant programs include:

- **Motor Carrier Safety Assistance Program (MCSAP):** FMCSA requests **\$422.5 million**. In addition, IIJA advance appropriations provides **\$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 \$80.0 million in IIJA advance appropriations, 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 State/local 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 **\$1.5 million**. In addition, the IIJA provides **\$2.0 million** in advance appropriations 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** in IIJA advanced appropriations, FMCSA will provide funding to a larger number of eligible applicants to lower the training cost for new drivers entering the industry. This grant funding can be used for recruitment, training, technology, placement, retention, and graduates' safety records.

- **High Priority Activities Program (HPAP):** FMCSA requests **\$62.4 million**. In addition, the IIJA provides **\$26.5 million** in advance appropriations 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.

Furthermore, the IIJA gives priority to preventing and detecting cases of human trafficking. It extends our 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 **\$45.2 million**. In addition, the IIJA provides **\$16.0 million** in advance appropriations 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** for this discretionary grant. 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?**

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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 IIJA, 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 were 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.

**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 2026

## 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 2026 Research, Development, & Technology Budget Authority**  
(\$000)

<b>Budget Account</b>	<b>FY 2024 ENACTED</b>	<b>FY 2025 ENACTED</b>	<b>FY 2026 Request</b>	<b>Basic Research</b>	<b>Applied Research</b>	<b>Tech Transfer</b>	<b>Experimental Development</b>	<b>Major Equipment, R&amp;D Equipment</b>
<b>Motor Carrier Safety Operations and Programs - Research &amp; Technology</b>	<b>\$ 14,073</b>	<b>\$ 14,073</b>	<b>\$ 14,073</b>	<b>\$ 1,266</b>	<b>\$ 6,052</b>	<b>\$ 2,252</b>	<b>\$ 3,096</b>	<b>\$ 1,407</b>
<i>Produce Safer Drivers</i>	\$ 3,682	\$ 3,682	\$ 2,111	\$ 190	\$ 908	\$ 338	\$ 464	\$ 211
<i>Improve Safety of CMVs</i>	\$ 2,489	\$ 2,489	\$ 3,377	\$ 304	\$ 1,452	\$ 540	\$ 743	\$ 338
<i>Produce Safer Carriers</i>	\$ 1,764	\$ 1,764	\$ 1,549	\$ 139	\$ 666	\$ 248	\$ 341	\$ 155
<i>Advance Safety Through Info-Based Initiatives</i>	\$ 3,897	\$ 3,897	\$ 6,192	\$ 557	\$ 2,663	\$ 991	\$ 1,362	\$ 619
<i>Enable &amp; Motivate Internal Excellence</i>	\$ 2,241	\$ 2,241	\$ 844	\$ 76	\$ 363	\$ 135	\$ 186	\$ 84
<b>Administrative (GOE)</b>	<b>\$ 6,270</b>	<b>\$ 4,653</b>	<b>\$ 4,746</b>	<b>\$ 427</b>	<b>\$ 2,041</b>	<b>\$ 759</b>	<b>\$ 1,044</b>	<b>\$ 474</b>
<b>Total</b>	<b>\$ 20,343</b>	<b>\$ 18,726</b>	<b>\$ 18,819</b>	<b>\$ 1,693</b>	<b>\$ 8,093</b>	<b>\$ 3,011</b>	<b>\$ 4,140</b>	<b>\$ 1,881</b>

## **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.

**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, mental health and wellness, 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, tires, and lighting. 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 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 2026**

For FY 2026, 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, roadside screening technologies, as well as driver employment, licensing, and fitness.

#### ***Safer Drivers***

- **Truck Parking:** The lack of truck parking across the country continues to be a safety issue for CMV drivers. Safe and convenient parking is necessary for drivers to comply with Hours-of-Service regulations and get proper rest. FMCSA will continue efforts to improve its Truck Parking Information Management Systems so that CMV drivers can receive accurate and timely information on truck parking availability. Through a synthesis study of the technology in use across the country, FMCSA hopes to define a common technology platform that could be consistently deployed across jurisdictions.
- **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. Examples of past research include studies on the safety impacts of drivers with limb loss and impairment or commercial drivers who are deaf or hard of hearing; future research will explore similar areas outside a specific regulation.
- **Driver Behavior:** The behavior of CMV drivers and drivers of surrounding vehicles is a common factor in crashes. While there are national requirements for CMV driver training, the training for light vehicle drivers varies by State and, in most cases, lacks sufficient content on safe driving around CMVs. FMCSA will compile how the public is trained on safe driving around CMVs and if they are, to what degree. Results and findings will generate targeted outreach campaigns, materials, and the development and modifications



to State level driver training curricula.

- **CMV Driver Fatigue:** 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, targeted outreach for certain populations, such as those operating under an agricultural exemption, will ensure the program is reaching critical audiences. Two Phase II Small Business Innovative Research (SBIR) projects are nearing completion to test prototypes for two different Driver Readiness Assessment technologies that will determine the level of driver alertness prior to the start of a driving shift.

### *Safer Vehicles*

- **ADAS and Human Factors:** In 2024, FMCSA published research that documented empirical safety data that commercial fleets using ADAS, such as automatic emergency braking, forward collision warning, and lane departure warning systems, have experienced significant reductions of CMV rear-end crashes. Based on three years of data from 50,000 trucks traveling 5.7 billion miles and an analysis of 9,000 crashes and 9,000 near crashes, trucks equipped with ADAS had 20-40 percent lower crash rates when compared to trucks without any ADAS. While these findings are encouraging from a safety standpoint, the R&T program is continuing research to ensure that CMV drivers stay engaged and vigilant with the driving task and not overly reliant on, or complacent with, ADAS by understanding the associated human factors and developing driver training on safe and effective ADAS use.
- **TechCelerate Now Program:** 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 TechCelerate 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. The program will also deliver outreach through the FMCSA Division Offices in each State to reach an even larger population of small fleets and drivers.
- **Automated CMV Evaluation (ACE) Program:** Automated vehicles offer the potential for improving safety and reducing environmental impacts by preventing and mitigating crashes. The R&T program's Automated CMV Evaluation Program will continue test 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. The ACE program is also researching safety metrics and oversight requirements in support of the Agency's related rulemaking activities. A key aspect of this will focus on collecting naturalistic driving data to serve as a basis for future operational safety metrics for ADS-equipped CMVs. Lastly, the Program will be conducting research into the safety impacts of the use of smart trailers in ADS fleet operations.

- **Commercial Motor Vehicle Roadside Technology Corridor (CMVRTC):** 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 such as roadside tire safety screening systems shape development of functional specifications for Motor Carrier Safety Assistance Program (MCSAP) and High Priority-Innovative Technology Deployment grant applications. A key focus in FY 2026 will be the dissemination of tire safety screening system technical specifications and performance results.

### *Safer Carriers*

- **CMV Safety Culture Assessment:** A robust safety culture at a motor carrier is a significant contributor to improved safety performance. FMCSA will use past research and understanding of what safe carriers do to reduce crashes and improve overall safety to develop a Motor Carrier Safety Culture Self-Assessment Tool. Implementation of safety culture improvements that derive from a carrier's internal assessment are likely to be far more relevant and effective than guidance coming from FMCSA that would be generic and overly broad.
- **Safe Driver Apprenticeship Pilot (SDAP) program:** As required by Section 23022 of IIJA, FMCSA established the SDAP program which is evaluating the safety performance of certain 18-, 19-, and 20-year-old CDL holders to operate CMVs in interstate commerce. The IIJA specified a 3-year data collection period which will conclude November 2025. Recruitment of motor carriers, experienced drivers, and apprentice continues as we try to collect as much data as we can in order determine if the SDAP program is meeting an equivalent level of safety compared to what is allowed by current regulations. A Final Report is expected in the summer of 2026.
- **New Entrant Training and Testing Program:** FMCSA will continue toward the establishment of a congressionally mandated New Entrant Motor Carrier Training and

Testing Program, pursuant to section 32101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and section 210(b) of the Motor Carrier Safety Improvement Act of 1999. FMCSA has conducted research on the safety effectiveness of new entrant motor carrier training. Findings from two prior FMCSA research projects show that new entrant motor carriers who completed training on the Federal Motor Carrier Safety Regulations and completed a mock safety audit had significantly better safety performance than a control group (with no such training) on multiple measures. Most notably, trained new entrants had significantly lower crash rates than their untrained peers.

- **Work-zone and high-risk incident areas:** Large trucks are overrepresented in fatal work zone crashes. Areas which are prone to congestion and often feature narrowed shoulders and complex signage, remain a hazardous space for interactions among vehicles. In FY 2026, 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.

### *Cross-Cutting Activities*

- **Level VIII Inspections:** Each year, State, and local truck inspectors conduct approximately 2.9 million roadside inspections and screen about 100 million CMVs. If technically and operationally feasible, this project may incentivize the implementation of electronic (in-motion) CMV inspections to reduce idling time at State roadside inspection stations, which will in turn increase the efficiency of CMV operations. In addition, the number of inspections conducted is limited by the number of personnel available to conduct inspections, whereas in-motion inspections would not have the same limitation. Proof of concept field testing began in March 2024 with four States and six motor carriers. The initial results were promising with the test system increasing enforcement touches by over 200 percent over traditional methods. In FY 2026, the field test will seek to address issues such as automated processing of data, driver validation and related roadside interdiction procedures.
- **Crash Causal Factors Program:** The Crash Causal Factors Program (CCFP) is a detailed crash data collection and analysis effort. The CCFP will identify key factors that contribute to crashes involving CMVs, inform countermeasures to prevent these crashes from happening, and establish a foundation for continued data collection, sharing, and analysis. Ultimately, the CCFP's goal is to help reduce crashes and improve safety on our Nation's roadways by pursuing a nuanced, updated understanding of crashes involving CMVs. The

current phase of this program, the Heavy-Duty Truck Study is in the initial stages, with data collection planned to begin in the first quarter of 2026.

- **Information Sharing:** New R&T Program data-related activities in FY 2026 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.
- **Small Business Innovation Research (SBIR) Program:** FMCSA's participation in the US DOT's SBIR Program will continue to stimulate technological innovation, utilize small businesses to meet Federal research and development needs 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.

### **Progress Made**

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. For 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.

### **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, 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 2026 Budget Request**  
**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**Exhibit V: Information Technology Budget Narrative**  
(Budget Authority in Thousands)

Budget Account	FY 2024 ENACTED	FY 2025 ENACTED	FY 2026 REQUEST*
<b>Motor Carrier Safety Operations and Programs</b>	<b>\$ 99,098</b>	<b>\$ 99,098</b>	<b>\$ 63,098</b>
<i>Commodity IT WCF IT/IM Fund</i>	\$ 38,824	\$ 34,267	\$ 34,267
<i>FMCSA Programmatic IT (WCF)</i>	\$ -	\$ -	\$ 28,831
<i>FMCSA Programmatic IT</i>	\$ 60,274	\$ 64,831	\$ -
<b>Motor Carrier Safety Grants</b>	<b>\$ 1,102</b>	<b>\$ 1,102</b>	<b>\$ 1,102</b>
<i>FMCSA Programmatic IT (WCF)</i>	\$ -	\$ -	\$ 1,102
<i>Grant Takedown Programmatic IT</i>	\$ 1,102	\$ 1,102	
<b>Total</b>	<b>\$ 100,200</b>	<b>\$ 100,200</b>	<b>\$ 64,200</b>

*\*The FY 2026 value is meant to illustrate the overall IT consolidation effort within the Department; however, this display will continue to undergo refinement as the consolidation takes place.*

FMCSA requests **\$64.2 million** in FY 2026 for information technology that supports its safety and regulatory programs.

***Commodity IT Shared Services through the WCF***

OCIO will continue to provide commodity IT shared services to FMCSA in FY 2026. 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 **\$34.3 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 also requests **\$28.8 million** to support operating and maintaining its mission specific IT systems that support its safety and regulatory programs, as well as executing appropriate development and modernization efforts to responsibly replace and retire or enhance outdated legacy systems.

- Programmatic IT – The following development, modernization, and enhancement activities are planned within this portfolio:
  - Enterprise Services: Data and Analytics Platform Full Operational Capability (FOC

- delivery, Data Exchange Platform refactoring of current applications
- Registration Services: New FMCSA Registration System FOC delivery
- Safety Services: Safespect platform FOC delivery adds full scope Investigation capability for federal and State level investigations
- Workflow Management Services: New Household Goods HHGs and National Consumer Complaint Database (NCCDB) and DataQs FOC delivery

The following capabilities are supported within this portfolio:

- Enterprise Services: FMCSA Portal, Enterprise Document Management System (EDMS), Fax services, IAA-CASTLE, IAA-PRISM
- Registration Services: National Registry for Certified Medical Examiners, Training Provider Registry
- Safety Services: Drug and Alcohol Clearinghouse (DACH), Sentri, ELD, Query Central, QC Mobile, Nlets, IAA- Hazmat Intelligence Portal
- Workflow Management Services: Microsoft Power Platform, 385.17 safety rating change, Recruitment tracking, Acquisition Tracking, State Compliance & Records Enterprise (SCORE), Workflow Tracking, Enforcement Management Information System (EMIS)-Legacy, Bizflow, Case Docket Management System-Legacy

The following legacy systems within this portfolio are planned to be retired and fully decommissioned:

- Enterprise Services: Motor Carrier Management Information System (MCMIS), FMCSA Portal, Analysis and Information (A&I), Compliance Safety and Accountability Outreach (CSA), CDLIS Gateway, Password Reset Tool, Download Center, FMCSA Enterprise Notification System (FENS)
  - Registration Services: Licensing and Insurance, URS – Legacy, Utility for Risk-based Screening and Assessment (URSA), Vetting Management Tool, Match Handler
  - Safety Services: Automated Commercial Environment Intervention Manager (AIM), Compliance Analysis and Performance Review Information System (CAPRI), SAFETYNET, Safety and Fitness Electronic Records (SAFER), Guard Electronic Field Operations Training Manual (eFOTM), File Transfer Protocol (FTP) SAFETYNET, Compliance Analysis Performance and Review Information (CAPRI) Web Service
  - Workflow Management Services: Legacy NCCDB, legacy DataQs
- 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	CONTRACT AUTHORITY
2006..... 213,000,000	2006..... 213,000,000
	2006 Rescission of Contract Authority .....(2,130,000) <sup>1</sup>
2007..... 223,000,000	2007..... 74,000,000
2008..... 228,000,000	2008..... 228,000,000
	2008 Rescission of Contract Authority .....(1,815,553) <sup>2</sup>
2009..... 234,000,000	2009..... 234,000,000
	2009 Rescission of Contract Authority .....(4,839,259) <sup>3</sup>
2010..... 239,828,000	2010..... 239,828,000
2011..... 244,144,000	2011..... 244,144,000
2012..... 276,000,000	2012..... 244,144,000
2013..... 250,000,000	2013..... 251,000,000
2014..... 259,000,000	2014..... 259,000,000
2015..... 315,770,000	2015..... 259,000,000
2016..... 329,180,000	2016..... 267,400,000
2017..... 277,200,000	2017..... 277,200,000
2018..... 283,000,000	2018..... 283,000,000
2019..... 284,000,000	2019..... 284,000,000
2020..... 288,000,000	2020..... 288,000,000
2021..... 288,000,000	2021..... 328,143,000
2022..... 288,000,000	2022..... 360,000,000
2023..... 367,500,000	2023..... 367,500,000
2024..... 375,000,000	2024..... 375,000,000
2025..... 382,500,000	2025..... 382,500,000
2026..... 390,000,000	2026..... 390,000,000

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

<sup>2</sup> Rescission of prior year carryover

<sup>3</sup> 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) <sup>1</sup>
2007..... 228,000,000	2007 ..... 210,870,000
2008..... 234,000,000	2008 ..... 229,654,000 <sup>2</sup>
2009..... 239,828,000	2009 ..... 234,000,000
2010..... 259,878,000	2009 Rescission of Liquidating Cash ..... (4,839,259) <sup>3</sup>
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 <sup>4</sup>
	2013 ..... 251,000,000
2014..... 259,000,000	2013 Across-the-Board Reduction..... (502,000) <sup>5</sup>
2015..... 315,770,000	2014 ..... 259,000,000
	2015 ..... 259,000,000
	2015 ..... 12,000,000 <sup>6</sup>
2016..... 329,180,000	2016 ..... 267,400,000
2017..... 277,200,000	2017 ..... 266,892,000 <sup>7</sup>
2018..... 283,000,000	2018 ..... 275,318,000 <sup>8</sup>
2019..... 284,000,000	2019 ..... 284,000,000
2020..... 288,000,000	2020 ..... 288,000,000
2021..... 288,000,000	2021 ..... 328,143,000 <sup>9</sup>
2022..... 288,000,000	2022 ..... 360,000,000
2023..... 367,500,000	2023 ..... 367,500,000
2024..... 435,000,000	2024 ..... 411,000,000
2025..... 438,100,000	2025 ..... 382,500,000 <sup>10</sup>
2026..... 390,000,000	

<sup>1</sup> Enacted rescission pursuant to P.L. 109-148

<sup>2</sup> Enacted increases in Obligation Limitation to use prior year carryover contract authority

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

<sup>4</sup> Continuing Resolution Annualized P.L. 112-175

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

<sup>6</sup> Unobligated Balance carryover P.L. 113-235

<sup>7</sup> Continuing Resolution Annualized P.L. 114-254

<sup>8</sup> Continuing Resolution Annualized P.L. 115-96

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

<sup>10</sup> 2025 Full-Year Continuing Appropriations and Extensions Act 2025, P.L. 119-4

**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	2024.....	10,000,000
2025.....	10,000,000	2025.....	10,000,000
2026.....	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
2026.....	536,600,000

**CONTRACT AUTHORITY**

2006.....	282,000,000
2006 Rescission of Contract Authority .....	(2,820,000) <sup>1</sup>
2007.....	297,411,000 <sup>2</sup>
2008.....	300,000,000
2008 Rescission of Contract Authority	
P.L. 110-161 .....	(11,260,214) <sup>3</sup>
2009.....	307,000,000
2009 Rescission of Contract Authority	
P.L. 111-8.....	(6,502,558) <sup>4</sup>
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 <sup>5</sup>
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.....	516,300,000
2025.....	526,450,000

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

<sup>2</sup> Includes \$3,411,000 RABA adjustment

<sup>3</sup> Rescission of prior year carryover

<sup>4</sup> Rescission of prior year carryover

<sup>5</sup> 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) <sup>1</sup>
2008.....	300,000,000	2007 .....297,411,000 <sup>2</sup>
2009.....	307,000,000	2008 ..... 300,000,000
2010.....	310,070,000	2008 Rescission of Liquidation Cash.....(11,260,214) <sup>3</sup>
2011.....	310,070,000	2009 ..... 307,000,000
2012.....	330,000,000	2009 Rescission of Liquidating Cash.....(6,502,558) <sup>4</sup>
2013.....	330,000,000	2010 ..... 310,070,000
2014.....	313,000,000	2011 ..... 310,070,000
2015.....	313,000,000	2012 ..... 307,000,000
2016.....	313,000,000	2013 .....308,878,840 <sup>5</sup>
2017.....	367,000,000	2013 ..... 310,000,000
2018.....	374,800,000	2013 Across-the-Board Reduction ..... (620,000) <sup>6</sup>
2019.....	381,800,000	2014 ..... 313,000,000
2020.....	387,800,000	2015 ..... 313,000,000
2021.....	387,800,000	2016 ..... 313,000,000
2022.....	387,800,000	2017.....312,404,987 <sup>7</sup>
2023.....	506,150,000	2018.....561,800,000 <sup>8</sup>
2024.....	516,300,000	2019.....382,800,000 <sup>9</sup>
2025.....	526,450,000	2020.....391,136,000 <sup>10</sup>
2026.....	536,650,000	2021.....419,800,000 <sup>11</sup>
		2022.....496,000,000
		2023.....506,150,000
		2024.....516,300,000
		2025.....526,450,000 <sup>12</sup>

<sup>1</sup>Rescission of prior year carryover P.L. 109-148

<sup>2</sup>Includes \$3,411,000 RABA adjustment

<sup>3</sup>Rescission of prior year carryover P.L. 110-161

<sup>4</sup>Rescission of prior year carryover P. L. 111-8

<sup>5</sup>Continuing Resolution Annualized P.L. 112-175

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

<sup>7</sup>Continuing Resolution Annualized P.L. 114-254

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

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

<sup>10</sup>2020 Enacted Appropriation included re-purposed PY Unobligated Balance of \$3.336

<sup>11</sup>2021 Enacted Appropriation included re-purposed PY Unobligated Balance of \$32,000,00

<sup>12</sup>2025 Full-Year Continuing Appropriations and Extensions Act 2025, P.L. 119-4

**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	2024.....	124,500,000
2025.....	124,500,000	2025.....	124,500,000
2026.....	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 <sup>1</sup>	2000..... (105,000,000) <sup>4</sup>
2001..... 187,000,000 <sup>2</sup>	2001..... 177,000,000
2002..... 204,837,000 <sup>3</sup>	2002..... 205,896,000 <sup>5</sup>
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Contract Authority .....(1,235,000) <sup>6</sup>
2004.....	2004..... 190,000,000
	2004 Rescission of Contract Authority .....(1,121,000) <sup>7</sup>
2005.....	2005..... 190,000,000
	2005 Rescission of Contract Authority .....(1,520,000) <sup>8</sup>
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Contract Authority .....(5,212,858) <sup>9</sup>
2009.....	2009 Rescission of Contract Authority .....(19,571,910) <sup>10</sup>
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.....
2026.....	2026.....

<sup>1</sup> Includes \$50 million in revenue aligned budget authority

<sup>2</sup> Includes \$10 million in revenue aligned budget authority

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

<sup>4</sup> Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

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

<sup>6</sup> Enacted 0.65% rescission pursuant to P.L. 108-7

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

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

<sup>9</sup> Enacted rescission of prior year carryover P.L. 110-161

<sup>10</sup> 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 <sup>1</sup>	2000..... (105,000,000) <sup>4</sup>
2001..... 187,000,000 <sup>2</sup>	2001..... 177,000,000
	2001 Rescission of Liquidating Cash..... (389,400) <sup>5</sup>
2002..... 204,837,000 <sup>3</sup>	2002..... 205,896,000 <sup>6</sup>
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Liquidating Cash..... (1,235,000) <sup>7</sup>
2004.....	2004..... 190,000,000
	2004 Rescission of Liquidating Cash..... (1,121,000) <sup>8</sup>
2005.....	2005..... 190,000,000
	2005 Rescission of Liquidating Cash..... (1,520,000) <sup>9</sup>
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash..... (5,212,858) <sup>10</sup>
2009.....	2009 Rescission of Liquidating Cash..... (19,571,910) <sup>11</sup>
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.....
2026.....	2026.....

<sup>1</sup> Includes \$50 million in revenue aligned budget authority

<sup>2</sup> Includes \$10 million in revenue aligned budget authority

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

<sup>4</sup> Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

<sup>5</sup> Enacted .22% rescission pursuant to P. L. 106-554

<sup>6</sup> 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

<sup>7</sup> Enacted 0.65% rescission pursuant to P.L. 108-7

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

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

<sup>10</sup> Rescission of prior year carryover P.L. 110-161

<sup>11</sup> 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.....	
2025.....	
2026.....	

**CONTRACT AUTHORITY**

1995.....	73,000,000
1996.....	68,000,000
1996 Rescission of Contract Authority ..	(33,000,000) <sup>1</sup>
1997.....	74,000,000
1997 Rescission of Contract Authority ..	(12,300,000) <sup>2</sup>
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) <sup>3</sup>
2009 Rescission of Contract Authority .....	(2,231,259) <sup>4</sup>
2010 Rescission of Contract Authority .....	(6,415,501)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	
2022.....	
2023.....	
2024.....	
2025.....	
2026.....	

<sup>1</sup> Enacted rescission pursuant to P.L. 104-134

<sup>2</sup> Enacted rescission pursuant to P.L. 104-208

<sup>3</sup> Enacted rescission of prior year carryover P.L. 110-161

<sup>4</sup> 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 <sup>1</sup>
2001..... 92,194,000	2001..... 92,194,000
	2001 Rescission of Liquidating Cash..... (202,827) <sup>2</sup>
2002..... 139,007,000	2002..... 110,000,000
	2002 Rescission of Liquidating Cash..... (158,000) <sup>3</sup>
	2002 Rescission of Liquidating Cash..... (107,000) <sup>4</sup>
2003..... 117,464,000	2003..... 117,464,000
	2003 Rescission of Liquidating Cash..... (763,516) <sup>5</sup>
	2003 Rescission of Liquidating Cash..... (200,000) <sup>9</sup>
2004.....	2004..... 176,070,000
	2004 Rescission of Liquidating Cash..... (1,532,675) <sup>6</sup>
2005.....	2005..... 257,547,000
	2005 Rescission of Liquidating Cash..... (2,698,376) <sup>7</sup>
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash..... (32,187,720) <sup>8</sup>
2009.....	2009 Rescission of Liquidating Cash..... (2,231,259) <sup>9</sup>
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.....	2025.....
2026.....	

<sup>1</sup> 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)

<sup>2</sup> Enacted 0.22% rescission pursuant to Public Law 106-554

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

<sup>4</sup> Enacted rescission pursuant to P.L. 107-206

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

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

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

<sup>8</sup> Rescission of prior year carryover P.L. 110-161

<sup>9</sup> Rescission of prior year carryover P.L. 111-8