



**U.S. Department of  
Transportation**

# **BUDGET ESTIMATES**

**FISCAL YEAR 2018**

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**FEDERAL MOTOR  
CARRIER SAFETY  
ADMINISTRATION**

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**SUBMITTED FOR THE USE OF  
THE COMMITTEES ON APPROPRIATIONS**



**FISCAL YEAR 2018 BUDGET  
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

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**FISCAL YEAR 2018 BUDGET  
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

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## **Overview**

### **FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION FISCAL YEAR 2018 BUDGET SUBMISSION**

The President's Budget for the Federal Motor Carrier Safety Administration (FMCSA) requests \$657.80 million for fiscal year (FY) 2018 to provide the Agency those resources necessary to achieve a crash-free and fully accountable commercial motor vehicle (CMV) transportation life-cycle. This request provides FMCSA with the necessary resources to fulfill the Agency mission to save lives by reducing crashes and the resulting injuries and fatalities involving large trucks and buses. The Agency performs this mission through education, innovation, regulation, enforcement, financial assistance and full accountability.

This request for \$657.80 million will finance crucial components of FMCSA's FY 2018 strategic plan and aligns FMCSA with the Department of Transportation's top priority of safety of the American public:

- Motor Carrier Safety Operations and Programs: \$283 million;
- Motor Carrier Safety Grants: \$374.80 million

This budget builds upon the authorization levels established in the Fixing America's Surface Transportation Act (FAST Act). These funds will enable FMCSA to sustain its programs with critical resources to improve safety operations, provide much needed inflation-level increases in safety grants, and explore transportation technology innovations intended to improve the nation's economy.

Truck freight is projected to grow by 43 percent by 2040. Motorcoach passengers take over six million trips per year. As the economy grows and transportation demand increases, safety becomes even more important. FMCSA will continue to collaborate with our partners and stakeholders within the CMV industry, labor, the safety advocacy community, state and local governments, and the law enforcement agencies who share our concerns and responsibilities for highway safety - they are our force multipliers.

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

The requested \$283 million will provide the necessary resources for the more than 1,100 dedicated FMCSA staff to sustain mission-critical operations. FMCSA's operations enable CMV companies to register with the Agency so they can deliver America's freight and passengers to keep our Nation's economy growing. This program funds both Congressionally- mandated and Agency initiated research programs, providing the data necessary to effect positive change and

spur innovation. These resources allow highly-trained employees with decades of institutional and industry knowledge to help improve safe operations and to identify unsafe operators that threaten the lives of the traveling public. FMCSA will use these funds to implement the FAST Act, draft crucial policies, and develop related training programs to educate our enforcement partners. Effective consumer campaigns, such as FMCSA's Protect Your Move, connect the American public with critical information to empower them to hire safe and responsible household goods companies. As important as safety is protection of the Constitutional rights of motor carriers and drivers upheld by the continuation of FMCSA's regulatory adjudications operation.

### **Motor Carrier Safety Grants**

The \$374.80 million FMCSA is requesting for FY 2018 will provide the Agency with the capacity to promote compliance and safety nationwide through motor carrier safety grant programs. With oversight of more than 500,000 motor carrier companies and almost six million commercial driver's license holders, FMCSA executes its mission by partnering with State and local agencies, training providers, and other entities to improve commercial motor vehicle safety. Pursuant to the FAST Act, FMCSA will continue to streamline the Motor Carrier Safety Grants program to allow for a more efficient use of grant funds and provide State partners with increased flexibility to tailor funding requests based on local needs.

### **Implementing the FAST Act**

FMCSA recognizes the importance of partners and stakeholders in implementing the FAST Act. Since its enactment in December 2015, FMCSA has established working groups representing the motor carrier industry, safety groups, and consumers. We will continue to collaborate with other federal agencies and our partners on a range of issues, including:

- The development of a new allocation formula for our Motor Carrier Safety Assistance Program grants to states for motor carrier, CMV, and driver safety programs;
- The creation of a program that allows the Department of Veterans Affairs' physicians to issue FMCSA medical certificates to qualified veteran CMV operators;
- Household goods consumer protection rights.

We will execute several important CMV safety provisions contained in the FAST Act, including:

- Developing an action plan based on the findings from the National Academies of Sciences Correlation Study of the methodology used in our safety and compliance program; and

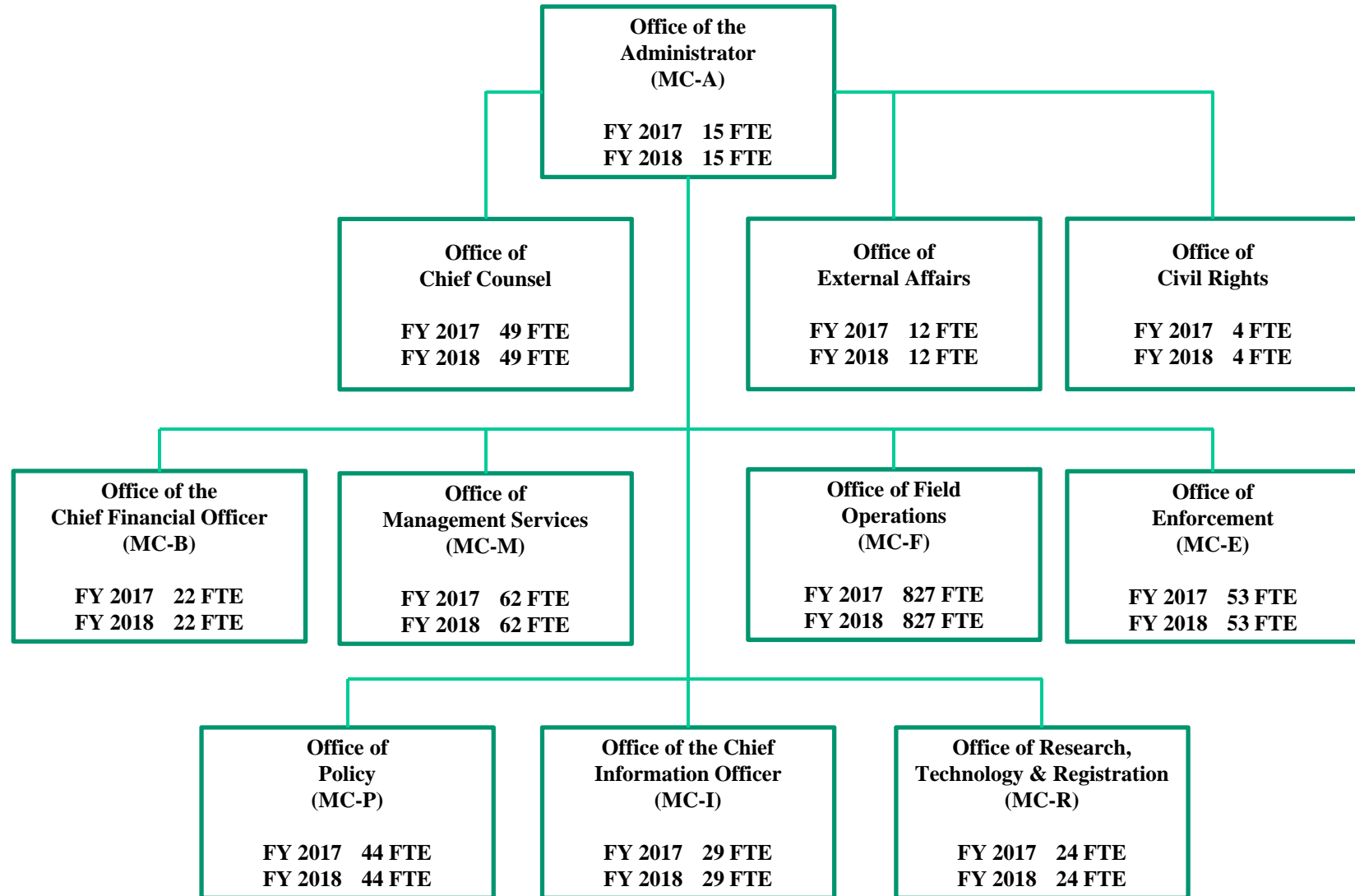
- Continuing our Wireless Roadside Inspection research to enhance the efficient screening of commercial vehicles as they travel down the road.

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



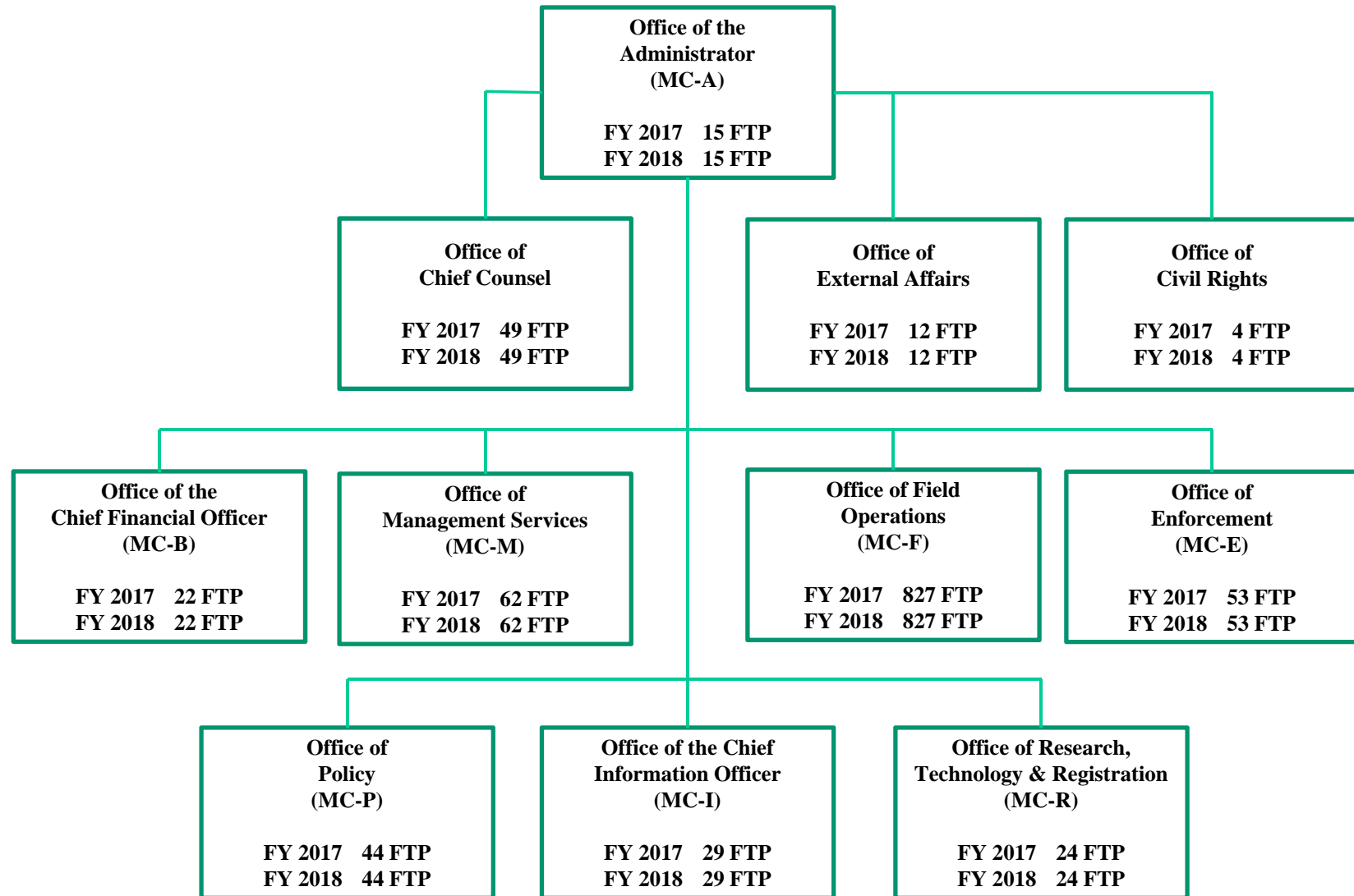


**Exhibit I-A**  
**Federal Motor Carrier Safety Administration**  
**FTE Organization Chart**



Total FY 2017 Estimate: 1,141 FTE  
Total FY 2018 Request: 1,141 FTE

**Exhibit I-A**  
**Federal Motor Carrier Safety Administration**  
**FTP Organization Chart**



Total FY 2017 Estimate: 1,141 FTP  
Total FY 2018 Request: 1,141 FTP

**EXHIBIT II-1**

**FY 2018 Comparative Statement of New Budget Authority  
Federal Motor Carrier Safety Administration  
(\$000)**

<b>ACCOUNT NAME</b>	<b>FY 2016 ACTUAL</b>	<b>FY 2017 ANNULIZED CR</b>	<b>FY 2017 ENACTED</b>	<b>FY 2018 REQUEST</b>
<b>Motor Carrier Safety Operations and Programs</b>				
(Transportation Trust Fund Highway Account)				
Liquidation of Contract Authorization	\$ (267,400)	\$ (266,892)	\$ (277,200)	\$ (283,000)
Limitation on Obligations	\$ (267,400)	\$ (266,892)	\$ (277,200)	\$ (283,000)
Rescission				
<b>Subtotal</b>				
<b>Motor Carrier Safety Grants</b>				
(Transportation Trust Fund Highway Account)				
Liquidation of Contract Authorization	\$ (313,000)	\$ (314,000)	\$ (367,000)	\$ (374,800)
Limitation on Obligations	\$ (313,000)	\$ (314,000)	\$ (367,000)	\$ (374,800)
Rescission				
<b>Subtotal</b>				
<b>TOTAL LIQUIDATION OF CONTRACT AUTHORITY</b>	<u>\$ (580,400)</u>	<u>\$ (580,892)</u>	<u>\$ (644,200)</u>	<u>\$ (657,800)</u>
<b>TOTAL LIMITATIONS ON OBLIGATIONS</b>	<u>\$ (580,400)</u>	<u>\$ (580,892)</u>	<u>\$ (644,200)</u>	<u>\$ (657,800)</u>
Appropriations				
Rescissions				

**EXHIBIT II-2**  
**FY 2018 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT**  
**Federal Motor Carrier Safety Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

ACCOUNT NAME	(A) FY 2016 ACTUAL	(B) FY 2017 ANNUALIZED CR	(B) FY 2017 ENACTED	(C) FY 2018 REQUEST
<b>Motor Carrier Safety Operations &amp; Programs:</b>	\$ 267,400	\$ 266,892	\$ 277,200	\$ 283,000
Operating Expenses	\$ 218,855	\$ 218,440	\$ 268,020	\$ 239,104
Research and Technology	\$ 9,000	\$ 8,983	\$ 9,180	\$ 9,073
Information Management	\$ 34,545	\$ 34,479	\$ -	\$ 34,823
Outreach and Education	\$ 4,000	\$ 3,992	\$ -	\$ -
Commercial Motor Vehicle Operating Grants	\$ 1,000	\$ 998	\$ -	\$ -
<b>Motor Carrier Safety Grants</b>	\$ 303,419	\$ 314,000	\$ 367,000	\$ 374,800
Motor Carrier Safety Assistance Program (MCSAP) Basic/1	\$ 168,932	\$ 251,200	\$ 292,600	\$ 298,900
New Entrant	\$ 31,826	\$ -	\$ -	\$ -
Border Enforcement	\$ 32,000	\$ -	\$ -	\$ -
Safety Data Improvement	\$ 1,809	\$ -	\$ -	\$ -
Commercial Vehicle Information Systems and Networks (CVISN)	\$ 16,825	\$ -	\$ -	\$ -
Performance and Registration Information Systems Management (PRISM)	\$ 5,000	\$ -	\$ -	\$ -
Commercial Motor Vehicle (CMV) Operator Training	\$ -	\$ 942	\$ 1,000	\$ 1,000
High Priority/2	\$ 15,000	\$ 35,168	\$ 42,200	\$ 43,100
Admin Takedown	\$ 2,027	\$ -	\$ -	\$ -
Commercial Drivers' License (CDL) Program Implementation	\$ 30,000	\$ 26,690	\$ 31,200	\$ 31,800
<b>TOTAL:</b>	<b>\$ 570,819</b>	<b>\$ 580,892</b>	<b>\$ 644,200</b>	<b>\$ 657,800</b>

NOTE: /1 With the implementation of the FAST Act for FY 2017, New Entrant, Border Enforcement, Safety Data Improvement, CVISN, PRISM, and CMV Operator grant are rolled up under MCSAP basic due to the new structure. /2 some of High Priority grant falls under MCSAP Basic.

**EXHIBIT II-4**  
**FY 2018 BUDGET AUTHORITY**  
**Federal Motor Carrier Safety Administration**  
**(\$000)**

ACCOUNT NAME	M / D	(A)	(B)	(B)	I
		FY 2016 ACTUAL	FY 2017 ANNUALIZED CR	FY 2017 ENACTED	R
<b>Motor Carrier Safety Operations &amp; Programs:</b>	<b>M</b>	<b>\$ 267,400</b>	<b>\$ 266,892</b>	<b>\$ 277,200</b>	<b>\$</b>
Operating Expenses		\$ 218,855	\$ 218,440	\$ 268,020	\$
Research and Technology		\$ 9,000	\$ 8,983	\$ 9,180	\$
Information Management		\$ 34,545	\$ 34,479	\$ -	\$
Outreach and Education		\$ 4,000	\$ 3,992	\$ -	\$
Commercial Motor Vehicle Operating Grants		\$ 1,000	\$ 998	\$ -	\$
<b>Motor Carrier Safety Grants</b>	<b>M</b>	<b>\$ 303,419</b>	<b>\$ 314,000</b>	<b>\$ 367,000</b>	<b>\$</b>
Motor Carrier Safety Assistance Program (MCSAP) Basic/1		\$ 168,932	\$ 251,200	\$ 292,600	\$
New Entrant		\$ 31,826	\$ -	\$ -	\$
Border Enforcement		\$ 32,000	\$ -	\$ -	\$
Safety Data Improvement		\$ 1,809	\$ -	\$ -	\$
Commercial Vehicle Information Systems and Networks (CVISN)		\$ 16,825	\$ -	\$ -	\$
Performance and Registration Information Systems Management (PRISM)		\$ 5,000	\$ -	\$ -	\$
Commercial Motor Vehicle (CMV) Operator Training		\$ -	\$ 942	\$ 1,000	\$
High Priority/2		\$ 15,000	\$ 35,168	\$ 42,200	\$
Admin Takedown		\$ 2,027	\$ -	\$ -	\$
Commercial Drivers' License (CDL) Program Implementation		\$ 30,000	\$ 26,690	\$ 31,200	\$
<b>TOTAL:</b>		<b>\$ 570,819</b>	<b>\$ 580,892</b>	<b>\$ 644,200</b>	<b>\$</b>
[Mandatory]		\$ 570,819	\$ 580,892	\$ 644,200	\$
[Discretionary]		\$ -	\$ -	\$ -	\$

NOTE: /1 With the implementation of the FAST Act for FY 2017, New Entrant, Border Enforcement, Safety Data Improvement, CVISN, PRISM, and CMV Operator grant are rolled up under MCSAP basic due to the new structure. /2 some of High Priority grant falls under MCSAP Basic.

**EXHIBIT II-5**  
**FY 2018 OUTLAYS**  
**Federal Motor Carrier Safety Administration**  
**(\$000)**

	<b>M / D</b>	<b>FY 2016 ACTUAL</b>	<b>FY 2017 ANNUALIZED CR</b>	<b>FY 2018 REQUEST</b>
<b>Motor Carrier Safety</b>	<b>D</b>	\$ -	\$ -	\$ -
<b>National Motor Carrier Safety Program</b>	<b>D</b>	\$ 929	\$ 11,000	\$ -
<b>Motor Carrier Safety Operations and Programs</b>	<b>D</b>	\$ 270,554	\$ 235,287	\$ 276,055
<b>Motor Carrier Safety Grants</b>	<b>D</b>	\$ 278,738	\$ 340,218	\$ 304,933
<b>TOTAL:</b>		<b>\$ 550,221</b>	<b>\$ 586,505</b>	<b>\$ 580,988</b>
[Mandatory]		\$ -	\$ -	\$ -
[Discretionary]		\$ 550,221	\$ 586,505	\$ 580,988

**EXHIBIT II-6**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Motor Carrier Safety Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Motor Carrier Safety Operations and Programs 69-X-8159	Baseline Changes									FY 2018 Baseline Estimate	Program Increases/ Decreases	FY 2018 Request
	FY 2016 Actual	FY 2017 Annualized CR	Annualization of 2017 Pay Raises	Annualization of 2017 FTE	2018 Pay Raises (1.9%)	Compensable Days (260 days) no change	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation			
<b>PERSONNEL RESOURCES (FTE)</b>												
Direct FTE	1,114	1,141	0	0	0	0	0	0	0	1,141	0	1,141
<b>FINANCIAL RESOURCES</b>												
<b>ADMINISTRATIVE EXPENSES</b>												
Salaries and Benefits	\$131,880	\$141,865	\$674		\$2,022					\$144,561	\$0	\$144,561
Travel	\$8,910	\$8,910							\$89	\$8,999	\$0	\$8,999
Transportation	\$0	\$421							\$4	\$425	\$0	\$425
GSA Rent	\$19,246	\$13,500							\$135	\$13,635	\$2,000	\$15,635
Contracts	\$41,382	\$36,714							\$407	\$41,114	\$7,750	\$48,864
Communications, & Utilities	\$5,567	\$5,000							\$50	\$5,050	\$2,200	\$7,250
Printing	\$0	\$350							\$4	\$354	\$0	\$354
Other Services:												
-WCF	\$10,170	\$10,054							\$101	\$10,155	\$1,220	\$11,375
Supplies	\$700	\$650							\$7	\$657	\$0	\$657
Equipment	\$1,000	\$975							\$10	\$985	\$0	\$985
<b>Administrative Subtotal</b>	<b>\$218,855</b>	<b>\$218,439</b>	<b>\$674</b>	<b>\$0</b>	<b>\$2,022</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$806</b>	<b>\$225,933</b>	<b>\$13,170</b>	<b>\$239,103</b>
<b>PROGRAMS</b>												
Research and Technology	\$9,000	\$8,983							\$90	\$9,073	\$0	\$9,073
Information Management	\$34,545	\$34,479							\$345	\$34,824	\$0	\$34,824
Outreach and Education <sup>1</sup>	\$4,000	\$3,992							\$0	\$0		\$0
<b>Programs Subtotal</b>	<b>\$47,545</b>	<b>\$47,454</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$435</b>	<b>\$43,897</b>	<b>\$0</b>	<b>\$43,897</b>
<b>GRANTS</b>												
Commercial Motor Vehicle Grant - Direct <sup>2</sup>	\$1,000	\$999								\$999	(\$999)	\$0
<b>Grants Subtotal</b>	<b>\$1,000</b>	<b>\$999</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$999</b>	<b>(\$999)</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$267,400</b>	<b>\$266,892</b>	<b>\$674</b>	<b>\$0</b>	<b>\$2,022</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,240</b>	<b>\$270,829</b>	<b>\$12,171</b>	<b>\$283,000</b>

**Notes:**

1. Outreach and Education is included in Administrative Expense in FY 2018
2. Commercial Motor Vehicle Grants transfers to treasury symbol 8158 in FY 2

**EXHIBIT II-6**  
**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE**  
**Federal Motor Carrier Safety Administration**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

Motor Carrier Safety Grants 69-X-8158	Baseline Changes											FY 2018 Baseline Estimate	Program Increases/ Decreases	FY 2018 Request
	FY 2016 Actual	FY 2017 Annualized CR	Annualization of 2017 Pay Raises	Annualization of 2017 FTE	2018 Pay Raises	Compensable Days (260 days) no change	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation					
PERSONNEL RESOURCES (FTE)														
Direct FTE														
Motor Carrier Safety Assistance Program (MCSAP) Basic/1	\$ 168,932	\$ 251,200										\$ 251,200	\$ 47,700	\$ 298,900
New Entrant	\$ 31,826	\$ -										\$ -	\$ -	\$ -
Border Enforcement	\$ 32,000	\$ -										\$ -	\$ -	\$ -
Safety Data Improvement	\$ 1,809	\$ -										\$ -	\$ -	\$ -
Commercial Vehicle Information Systems and Networks (CVISN)	\$ 16,825	\$ -										\$ -	\$ -	\$ -
Performance and Registration Information Systems Management (PRISM)	\$ 5,000	\$ -										\$ -	\$ -	\$ -
Commercial Motor Vehicle (CMV) Operator Training	\$ -	\$ 942										\$ 942	\$ 58	\$ 1,000
High Priority/2	\$ 15,000	\$ 35,168										\$ 35,168	\$ 7,932	\$ 43,100
Admin Takedown	\$ 2,027	\$ -										\$ -	\$ -	\$ -
Commercial Drivers' License (CDL) Program Implementation	\$ 30,000	\$ 26,690										\$ 26,690	\$ 5,110	\$ 31,800
Subtotal	\$ 303,419	\$ 314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 314,000	\$ 60,800	\$ 374,800
TOTAL	\$ 303,419	\$ 314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 314,000	\$ 60,800	\$ 374,800

NOTE: /1 With the implementation of the FAST Act for FY 2017, New Entrant, Border Enforcement, Safety Data Improvement, CVISN, PRISM, and CMV Operator grant are rolled up under MCSAP basic due to the new structure. /2 some of High Priority grant falls under MCSAP Basic.



**EXHIBIT II-7**  
**WORKING CAPITAL FUND**  
**Federal Motor Carrier Safety Administration**  
**(\$000)**

	<u>FY 2016 ACTUAL</u>	<u>FY 2017 ANNUALIZED CR</u>	<u>FY 2018 REQUEST</u>
<b>DIRECT:</b>			
Motor Carrier Safety Operations and Programs	\$ 10,009	\$ 10,054	\$ 11,330
<b>TOTAL</b>	<u>\$ 10,009</u>	<u>\$ 10,054</u>	<u>\$ 11,330</u>

**EXHIBIT II-8**  
**Federal Motor Carrier Safety Administration**  
**PERSONNEL RESOURCE -- SUMMARY**  
**TOTAL FULL-TIME EQUIVALENTS**

	<b><u>FY 2016 ACTUAL</u></b>	<b><u>FY 2017 ANNUALIZED CR</u></b>	<b><u>FY 2018 REQUEST</u></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Motor Carrier Safety Operations and Programs	1,114	1,141	1,141
		0	0
SUBTOTAL, DIRECT FUNDED	<u>1,114</u>	<u>1,141</u>	<u>1,141</u>
<b><u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u></b>			
Direct L & I Fee Collection*	48	61	61
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>48</u>	<u>61</u>	<u>61</u>
<b>TOTAL FTEs</b>	<b><u>1,162</u></b>	<b><u>1,202</u></b>	<b><u>1,202</u></b>

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

**EXHIBIT II-9**  
**Federal Motor Carrier Safety Administration**  
**RESOURCE SUMMARY – STAFFING**  
**FULL-TIME PERMANENT POSITIONS**

	<b><u>FY 2016 ACTUAL</u></b>	<b><u>FY 2017 ANNUALIZED CR</u></b>	<b><u>FY 2018 REQUEST</u></b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
Motor Carrier Safety Operations and Programs	1,114	1,141	1,141
SUBTOTAL, DIRECT FUNDED	<u>1,114</u>	<u>1,141</u>	<u>1,141</u>
<b><u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u></b>			
Direct L & I Fee Collection*	48	61	61
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>48</u>	<u>61</u>	<u>61</u>
<b>TOTAL FTEs</b>	<b><u>1,162</u></b>	<b><u>1,202</u></b>	<b><u>1,202</u></b>

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



## **MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS**

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act, \$283,000,000, 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 \$283,000,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2018, of which \$9,073,000, to remain available for obligation until September 30, 2020, is for the research and technology program, and of which \$34,824,000, to remain available for obligation until September 30, 2020, is for information management. *Note. – A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114-254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.*

**Department of Transportation  
Federal Motor Carrier Safety Administration  
Motor Carrier Safety Operations and Programs  
PROGRAM AND FINANCING**

(In thousands of dollars)

Identification code 69-17-8159		FY 2016	FY 2017	FY 2018
		<u>Actual</u>	<u>Annualized CR</u>	<u>Request</u>
<b>Obligations by program activity:</b>				
0001	Operating Expenses	218,836	218,440	239,103
0002	Research and Technology	9,454	8,983	9,073
0004	Information Management	33,804	34,479	34,824
0006	Regulatory Development	0	0	0
0008	Outreach and Education	3,903	3,992	0
0009	Commercial Motor Vehicle (CMV) Operating Grants	997	998	0
0010	Hours of Service Study	0		
0011	Enforcement and Investigation Activities (CIP, ENRG, SFD)	0		
0012	CMV Additional	0		
0100	Subtotal, direct program	266,994	266,892	283,000
0799	Total, direct obligations	266,994	266,892	283,000
0801	Reimbursable program	19,964	20,000	20,000
0900	Total new obligations	286,958	286,892	303,000
<b>Budgetary Resources:</b>				
<b>Unobligated balance:</b>				
1000	Unobligated balance brought forward, Oct 1	21,872	24,936	35,244
1020	Adjustment of unobligated bal brought forward, Oct 1	0	0	0
1021	Recoveries of prior year unpaid obligations	1,139	0	0
1033	Recoveries of prior year paid obligations	0	0	0
1050	Unobligated balance (total)	23,011	24,936	35,244
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1102	Appropriation, (trust fund)	267,400	266,892	283,000
1137	Appropriations applied to liquidate contract authority	-267,400	-266,892	-283,000
1160	Appropriation, discretionary (total)	0	0	0
<b>Contract authority, discretionary:</b>				
1521	Unobligated balance of contract authority permanently reduced	0	0	0
1540	Contract authority, discretionary (total)	0	0	0
<b>Contract authority, mandatory:</b>				
1600	Contract authority	267,400	277,200	283,000
1621	Unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	267,400	277,200	283,000
Spending authority from offsetting collections, discretionary:				
1700	Collected	21,483	20,000	20,000
1701	Change in uncollected customer payments from federal sources	0	0	0
1723	Spending authority from offsetting collections temporarily reduced	0	0	0
1750	Spending auth from offsetting collections, disc (total)	21,483	20,000	20,000
1900	Budget authority (total)	288,883	297,200	303,000
1930	Total budgetary resources available	311,894	322,136	338,244
<b>Memorandum (non-add) entries:</b>				
2490	Unexpired unobligated balance ,end of year	24,936	35,244	35,244
<b>Change in obligated balance:</b>				
<b>Unpaid obligations:</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	100,150	93,790	125,395
3001	Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010	Obligations incurred, unexpired accounts	286,958	286,892	303,000
3020	Outlays (gross)	-292,179	-255,287	-296,055
Change in uncollected customer payments from Federal sources:				
3040	Recoveries of prior year unpaid obligations, unexpired	-1,139	0	0
3050	Unpaid obligations, end of year	93,790	125,395	132,340
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	100,150	93,790	132,340
3200	Obligated balance, end of year	93,790	125,395	132,340
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
4000	Disc: Budget authority, gross	21,483	20,000	20,000
Outlays, gross:				
4010	Disc: Outlays from new discretionary authority	221,191	200,169	212,250
4011	Disc: Outlays from discretionary balances	70,988	55,118	83,805
4020	Total Disc: outlays, gross	292,179	255,287	296,055
Offsetting collections from:				
4030	Federal sources (Disc)	-67	0	0
4033	Non_Federal sources (Disc)	-148		
4034	Offsetting government collections (from non-Federal sources)	-21,416	-20,000	-20,000
4040	Offsetting against gross budget authority and outlays (disc)(total)	-21,483	-20,000	-20,000
Additional offsets against gross budget authority only (disc):				
4050	Change in uncollected cust pymnts from federal sources (unexpired)(disc)	-144	0	0
4060	Additional offsets against budget authority only (disc)(total)	-144	0	0
4070	Budget authority, net (discretionary)	0	0	0
4080	Outlays net (discretionary)	270,552	235,287	276,055
<b>Mandatory:</b>				
4090	Budget authority, gross	267,400	277,200	283,000
4160	Budget authority, net (mandatory)	267,400	277,200	283,000
4180	Budget authority, net (total)	267,400	277,200	283,000
4190	Outlays net (total)	270,552	235,287	276,055

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**MOTOR CARRIER SAFETY OPERATIONS - 8159**  
**OBJECT CLASS SCHEDULE - FY2018**  
**(\$000)**

		<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>
		<b>Actual</b>	<b>Annualized</b>	<b>Request</b>
			<b>CR</b>	
Direct Obligations				
Personnel Compensation				
Full-time permanent	11	\$99,304	\$106,824	\$108,854
Civilian personnel benefits	12	\$32,576	\$35,041	\$35,707
Total Personnel Expenses		\$131,880	\$141,865	\$144,561
Other Obligations				
Travel and Transportation of Persons	21	\$8,910	\$8,910	\$8,999
Transportation of things	22	\$371	\$421	\$425
Communications, utilities, and miscellaneous charges	23	\$19,246	\$18,500	\$22,885
Printing and reproduction	24	\$697	\$350	\$354
Other services (Contracts and Agreements)	25	\$103,154	\$94,222	\$104,134
Supplies and materials	26	\$1,000	\$650	\$657
Equipment	31	\$1,142	\$975	\$985
Grants	41	\$1,000	\$999	\$0
Insurance claims and indemnities	42	\$0	\$0	\$0
Subtotal, Other Obligations		\$135,520	\$125,027	\$138,439
Total Direct Obligations		\$267,400	\$266,892	\$283,000





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

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

<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  
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.....251,000,000
	2013 Across-the-Board Reduction .....(502,000) <sup>4</sup>
2014.....259,000,000	2014.....259,000,000
2015.....315,770,000	2015.....259,000,000
	2015.....12,000,000 <sup>5</sup>
2016.....329,180,000	2016.....267,400,000
2017.....277,200,000	2017.....266,892,000 <sup>6</sup>
2018.....283,000,000	

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

<sup>2</sup> Enacted increase 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> Applied .002% Across-the-Board reduction required by the Consolidated and Further Continuing Act, 2013, P.L. 113-6

<sup>5</sup> Unobligated Balance carryover P.L. 113-235

<sup>6</sup> Continuing Resolution Annualized P.L. 114-254

**EXHIBIT III-1**  
**Motor Carrier Safety Operations and Programs (69-X-8159)**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>CHANGE</b>
	<b>ACTUAL</b>	<b>ANNULAIZED</b>	<b>REQUEST</b>	<b>FY 2017-2018</b>
		<b>CR</b>		
Operating Expenses	\$ 218,855	\$ 218,440	\$ 239,103	\$ 20,663
Research and Technology	\$ 9,000	\$ 8,983	\$ 9,073	\$ 90
Information Management	\$ 34,545	\$ 34,479	\$ 34,824	\$ 345
Outreach and Education <sup>1</sup>	\$ 4,000	\$ 3,992	\$ -	\$ -
Commercial Motor Vehicle Operating Grants <sup>2</sup>	\$ 1,000	\$ 998	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 267,400</b>	<b>\$ 266,892</b>	<b>\$ 283,000</b>	<b>\$ 21,098</b>

**Notes:**

1. Outreach and Education is included in Administrative Expense in FY18
2. Commercial Motor Vehicle Grants transferred to treasury symbol 8158 in F

**FTEs**

Direct Funded	1,114	1,141	1,141	0
Direct L & I Fee Collection	48	61	61	0

**PROGRAM AND PERFORMANCE STATEMENT**  
**Motor Carrier Safety Operations and Programs**

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. The Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA Regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology, and safety outreach and education. The 2018 funding request reflects FMCSA's requirements to fund critical safety and operational facility improvements at border and domestic posts, fund important safety and safety mission support training for FMCSA staff, and to support the effective implementation of FMCSA's programs.

**EXHIBIT III-1a**  
**Motor Carrier Safety Operations and Programs (69-X-8159)**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2017 TO FY 2018**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

<b><u>ITEM</u></b>	<b>Change from FY 2017 to FY 2018 <u>\$000</u></b>	<b>Change from FY 2017 to FY 2018 <u>FTE</u></b>
<b>FY 2017 Estimate</b>	<b>\$266,892</b>	
<b>Inflation</b>		
Administrative Adjustments to Base:		
Annualization of FY 2017 FTE		0
Annualization of FY 2017 Pay Raise	\$674	
FY 2018 Pay Raise	\$2,022	
GSA Rent	\$135	
Working Capital Fund	\$101	
Travel	\$89	
Contracts	\$842	
Program Costs (Fleet, Border Facilities, Academy, Printing)	\$74	
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>\$3,937</b>	<b>0</b>
 <b>PROGRAM REDUCTIONS</b>		
Commercial Motor Vehicle Grants	(\$999)	0
 <b>SUBTOTAL, PROGRAM REDUCTIONS</b>	 <b>(\$999)</b>	 <b>0</b>
 <b>NEW OR EXPANDED PROGRAMS:</b>		
Additional FTE	\$0	0
Travel	\$0	
GSA Rent	\$2,000	
Administrative Costs (Training, Equipment, Supplies)	\$2,200	
Working Capital Fund	\$1,220	
Grants	\$0	
Contracts	\$7,750	
Program Cost (Fleet, Border Facilities, Academy, Printing)	\$0	
<b>SUBTOTAL, NEW OR EXPANDED PROGRAMS</b>	<b>\$13,170</b>	<b>0</b>
 <b>FY 2018 REQUEST</b>	 <b>\$283,000</b>	 <b>0</b>

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

### **What Is The Request And What Funds Are Currently Spend on the Program?**

#### **FY 2018 – General Operating Expenses – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$11,032	\$9,951	\$10,132	\$181
Program Costs	\$8,951	\$3,414	\$15,683	\$12,269
Outreach and Education	\$4,000	\$3,992	\$0	(\$3,992)
<b>Total</b>	<b>\$23,983</b>	<b>\$17,357</b>	<b>\$25,815</b>	<b>\$8,458</b>
<b>FTE</b>	<b>73</b>	<b>80</b>	<b>80</b>	<b>0</b>

Note: As directed in FAST Act, Outreach and Education is now integrated into the Program Costs.

### **What is this Program and Why is it Necessary?**

FMCSA requests \$25.8 million and 80 FTE to fund the Office of the Administrator (MC-A) in FY 2018. The Office of the Administrator provides executive direction for the FMCSA headquarters and field organizations and is directly accountable to the Secretary and Deputy Secretary for successful mission and program accomplishments. The Administrator advises the Secretary on all commercial motor vehicle safety matters for large trucks and buses. The Office of the Administrator represents FMCSA and promotes the Agency's safety-first mission within the Department and with other Federal agencies, the legislative branch, all stakeholders, and State and industry partners.

The Office of the Administrator contains the key leadership positions within FMCSA, including the Administrator, Deputy Administrator, Chief Safety Officer & Assistant Administrator, Chief Counsel and support staff. The Office of the Administrator includes staff to provide strategic program management support for the entire agency, coordinating with senior leadership across FMCSA to achieve a proactive mission-centric organization. The leadership focus on integration and synchronization practices enables FMCSA to prioritize and manage projects and resources that help the agency efficiently and effectively fulfill its mission and strategic goals. Functions in the Office of the Administrator provide foundational support for the entire Agency and include the Office of Civil Rights, Office of Chief Counsel, and Office of External Affairs.

## Office of Civil Rights

In accordance with the President’s Executive Order 13583 “Establishing a Coordinated Government-Wide Initiative to Promote Diversity and Inclusion in the Federal Workforce”, FMCSA is committed to equal opportunity, diversity, and inclusion to accomplish the agency’s safety-first mission to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA is also committed to providing a discrimination-free workplace and affording its employees and applicants for employment equal opportunity and treatment as it strives to become a model EEO program, a “best place” and a more diverse and inclusive place to work.

The Office of Civil Rights is responsible for ensuring that: FMCSA does not discriminate against its employees or applicants for employment; recipients of Federal financial assistance from the FMCSA comply with Title VI of the Civil Rights Act of 1964, as amended and all non-discrimination executive orders and directives; and FMCSA administers all of its programs, policies and activities in an inclusive and non-discriminatory manner. Titles VI and VII of the Civil Rights Act of 1964, as amended; Section 504 of the Rehabilitation Act of 1973, as amended; Title II of the Americans with Disabilities Act of 1990; the Equal Pay Act of 1963; and, the Age Discrimination in Employment Act of 1967 all impact FMCSA’s safety mission.

## Office of Chief Counsel

The Office of the Chief Counsel provides legal services in support of all aspects of FMCSA programs and functions, including, for example, the repeal of rules and reduction of regulatory burdens, the efficient enforcement of safety regulations, the fair and speedy administrative review of claimed rule violations, strict Agency compliance with spending limitations, grant funding oversight, contracting, personnel and employment, legislation, and the development of clear guidance documents for regulated entities.

Providing important safeguards for the motor carrier industry, the Office of Chief Counsel shapes uniform national policies in support of FMCSA’s Safety First Culture. Regulatory and Legislative Affairs attorneys review current and proposed regulations and develop reforms to ensure that rules are cost-effective and minimally burdensome. Enforcement and Litigation attorneys prosecute regulatory violations, ensuring that enforcement program offices operate within their legal authority to achieve FMCSA’s safety goals, and they defend the Agency in Federal court. Adjudications attorneys perform administrative reviews of civil penalty and other cases based on alleged regulatory violations, to ensure that motor carriers receive substantive and procedural due process when challenging an enforcement action.

## Office of External Affairs

The Office of External Affairs provides expertise to the entire Agency in public affairs, outreach and education, governmental affairs, and public liaison. These activities facilitate consistent messaging and are closely coordinated with corresponding Departmental offices. The office serves as a knowledgeable and highly responsive resource for Congressional staff to provide technical assistance for pending legislation and answer constituent inquiries about commercial motor vehicle safety and consumer protection for household goods complaints.

### **What does this funding level support?**

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Oversight of the Agency's implementation of the FAST Act will continue in FY 2018. The FAST Act detailed actions for FMCSA in regulatory reform and compliance, safety, and accountability; and included provisions on commercial motor vehicles and drivers including not just regulation, but technology advancements that support the safety mission. The Office of the Administrator maintains the Legislative Implementation Plan to monitor specified items such as Reports to Congress, increased opportunities for stakeholder input in the Agency's development of regulations, updates to guidance, and required Federal Advisory Committee Act working groups. The funding levels authorized by Congress in the FAST Act for FMCSA for FY 2018 are approximately \$4.80 million above FY 2017 levels. These funds will be managed by the Office of the Administrator to fulfill the requirements of the FAST Act and meet emerging Department and Agency priorities.

Recognizing the rapid technology developments in highly autonomous commercial vehicles, further research and stakeholder outreach is anticipated to better understand the needs of industry and the public. In coordination with the Department, NHTSA, and other impacted modal administrations, FMCSA will collaborate with key stakeholders and develop plans to review policies and regulations that would be impacted by this potential market segment. Similarly, FMCSA participation in other Departmental initiatives to advance safety, technology, or efficiencies will require FAST Act resourcing.

Use of technology and automation of data collection, consolidation, and validation requires resourcing to promote investment in activities that maximize crash reduction and severity. Activities within FMCSA's Office of Policy (MC-P) are intimately tied with data gathering and use, and oversee program management of related technology development. The Office of Field Operations (MC-F) and the Office of Enforcement (MC-E) collaborate and implement many of the initiatives championed through the Chief Information Officer (MC-I). In FY 2018 FMCSA expects to support further FAST Act implementation through targeted resourcing in these programs and activities.

Critical research and technology projects both under the FAST Act and those initiated by FMCSA because of stakeholder and industry outreach will continue to be overseen by the Office of Research, Technology, and Registration. Results of ongoing studies will yield recommendations within the next six to 18 months that lead to FAST Act resources supporting the initiative areas as laid out in Title V of the FAST Act.

Continued success in making FMCSA's grants effective requires collaboration across the grant program office within the Office of Enforcement and the financial oversight within the Office of the Chief Financial Officer. FAST Act changes to FMCSA's grant programs will result in: 1) targeted investments to promote safe CMV transportation including transportation of passengers and hazardous materials; 2) investing in activities likely to generate maximum reduction in the number and severity of CMV crashes; 3) adopting and enforcing effective motor carrier, CMV, and driver safety regulations and practices consistent with Federal requirements; and 4) assessing and improving statewide performance by setting program goals and meeting performance standards. FY 2018 further solidifies the consolidation of grant programs giving FMCSA an opportunity to begin seeing the effectiveness of this consolidation and look at performance to further refine and improve grant programs towards safety and efficiency.

#### Office of Civil Rights

In FY 2018, the Office of Civil Rights will maintain efforts to coordinate with the Grants Management Office to review the Notice of Funding Availability grant submissions and conduct a desk audit of each grant application; complete a compliance review of approximately 25 percent of these applicants; and conduct site visits for at least two grant recipients.

#### Office of Chief Counsel

In FY 2018, the Office of Chief Counsel will continue to support the high-risk carrier review process, passenger carrier safety programs, bus inspections at our Nation's borders, and investigations to ensure safe transportation of hazardous materials. Legal support will continue to be provided as needed to help remove unqualified individuals from the National Registry of Certified Medical Examiners, support criminal prosecutions, and ensure that entities granted FMCSA operating authority registration meet statutory and regulatory requirements.

With over half of the FMCSA annual budget allocated to grants, the Office of Chief Counsel will maintain its efforts to ensure that grant money is expended in accordance with congressional

intent and that there was no waste, fraud, or abuse of Federal funding, conducting approximately 1200 legal reviews of grant awards, notices of funds availability, and other documents related to FMCSA's formula and discretionary grant programs. Pursuant to the Presidential Executive Order on Enforcing the Regulatory Reform Agenda, FY 2018 efforts will focus on eliminating



unnecessary or redundant regulations, consolidating duplicative provisions, and updating and streamlining guidance to simplify compliance for regulated entities.

The Adjudications legal team ensures that all regulated entities – including small businesses, drivers, and owner operators, are afforded due process review. Their work protects the public interest of safety as well as the interests of justice for each carrier affected by the regulations. The proper adjudication of enforcement actions ensures that motor carriers achieve and maintain compliance with the safety regulations and acts as a check and balance to the Agency’s regulatory and enforcement efforts by applying the statutes and regulations to the facts of each case and insisting that in all cases, the evidence supports the claim.

#### Office of External Affairs

In FY 2018, the Office of External Affairs will continue to provide leadership to the agency and coordinate with the Department on strategic direction, stakeholder outreach, and congressional inquiries and requests for technical assistance. Pursuant to the FAST Act, outreach and education activities are integrated into MC-A’s program costs. Maintaining funding at the same level is important for the office to successfully develop, promote, and administer educational, outreach, and digital strategies and tactics to motor carriers, CMV drivers and the public. Outreach activities are strategically coordinated with cross-agency safety initiatives through external and internal integrated marketing campaigns, paid media, social media, conferences, educational materials, exhibits, videos, websites, and publications. Partnerships with industry and safety groups will be strengthened to promote commercial motor vehicle safety and safety belt use.

#### **What benefits will be provided to the American Public through this request?**

The strategic direction provided by the Office of the Administrator guides all FMCSA activities to fulfill the Agency mission in a coordinated and efficient manner, aligned with the goals and objectives of the Department. The leadership focus on integration and program management ensures proper implementation and FMCSA stakeholder participation to deliver critical initiatives using a timely, consistent, cost-effective, and streamlined process. The public benefits from program management and quality management system development via implementation of nationally standardized processes and procedures; reducing programmatic stove pipes and duplicated efforts, all to improve operational efficiency and increase public safety

#### Office of Civil Rights (OCR)

The Office of Civil Rights collaborates with the Office of Human Resources and the Departmental Office of Civil Rights in order to develop a diverse, highly skilled and motivated workforce; conduct outreach activities to educational and professional institutions which contain a large pool of applicants from groups which have low participation rates at the FMCSA; and

work with Agency leadership to reduce the number of complaints filed against the Agency by resolving complaints at the earliest stage possible. FMCSA provides proactive training and technical assistance to ensure a discrimination free, diverse and inclusive workplace.

#### Office of Chief Counsel

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

#### Office of External Affairs

The Office of External Affairs will continue to provide leadership to broaden and strengthen interactions with stakeholders and the public to foster creative solutions to achieve common goals to improve highway safety, save lives, and reduce crashes involving large trucks and buses. Consumer moving fraud prevention outreach campaigns, including the Agency's "Protect Your Move" website will protect the public from illegal activities and deceitful business practices by dishonest moving companies and brokers. Partnerships with industry will be expanded to increase public awareness about driving safely around commercial motor vehicles. Education and outreach programs such as the "Look Before You Book" website and mobile app promote motorcoach safety.

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

### **What Is The Request And What Funds Are Currently Spend on the Program?**

#### **FY 2018 – General Operating Expenses – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$4,094	\$2,735	\$2,787	\$52
Program Costs	\$7,769	\$6,913	\$6,914	\$1
<b>Total</b>	<b>\$11,863</b>	<b>\$9,648</b>	<b>\$9,701</b>	<b>\$53</b>
<b>FTE</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>

### **What is this Program and Why is it Necessary?**

FMCSA requests \$9.70 million and 22 FTE to fund the Office of the Chief Financial Officer (MC-B) in FY 2018. The OCFO responsibilities are outlined in various statues the most prominent of which is the CFO Act of 1990. The OCFO ensures that the FMCSA adheres to the appropriations levels set by Congress while executing the agency's statutory mandates and other mission-centric programs. This office is FMCSA's primary liaison with the Office of Management and Budget, as well as congressional staff members of the House and Senate Appropriations and Budget committees. It provides financial operational support; fiduciary accounting and reporting for Federal funds; timely and accurate management information in support of the mission programs; and ensures compliance with financial statutes, laws, regulations, and standards as set forth by external and internal governance bodies and stakeholders; integrated financial systems and processes; and provides assurance that financial accountability, credibility and integrity are maintained.

The Office of the Chief Financial Officer's mission directly supports the FMCSA's strategic mission through strong financial operations with transparency and accountability, enhancing communications with internal and external stakeholders and expanding essential support services to meet emerging challenges in concert with maintaining a dedicated workforce. These functions provide a mission-centric backbone of standardized business financial processes that promote efficient, effective, and timely operations within FMCSA.

In FY 2017, FMCSA filled a new Deputy Chief Financial Officer role at the agency to provide additional quality assurance and project management experience to the OCFO. Activities and accomplishments planned for the remainder of FY 2017 and during FY 2018 include: continuing

the annual analysis of open grants for review and closure as required by the Grants Oversight & New Efficiency (GONE) Act; working with the Office of the Secretary for the timely implementation of Digital Accountability and Transparency Act (DATA) reporting; integrating the use of the Resource Management Tool (RMT) and budget execution review process to support leadership risk mitigation and decision-making.

The OCFO will continue to work with the Department to operationalize FMCSA's Enterprise Risk Management (ERM) framework to accomplish strategic initiatives, sustain operations and achieve mission objectives. The Office of Internal Audit (OIA) within the OCFO, continues to conduct required annual audits as well as additional directed assessments and participates in Department-wide internal control functions to ensure compliance with the full scope of the Federal Managers' Financial Integrity Act of 1982 (FMFIA) and Office of Management and Budget (OMB) Circular A-123.

### **What does this funding level support?**

This level of funding provides steady state operations with a focus on internal process efficiencies.

The OCFO makes financial data widely available and provides user-friendly tools for visualization. The capabilities of the RMT support greater transparency as well as provide a tool for analysis and risk discovery and mitigation. The RMT provides daily updates to FMCSA obligation rates, and gives leadership a quick view to carefully track mission spending during both short and long-term continuing resolutions to help prevent capability gaps due to lack of funding. OCFO will continue to improve the RMT by adding prior year data to allow for improved historical program and trend analysis. In FY 2018 additional views of current year data will also be developed to allow leadership to track important transactions throughout the financial process to ensure critical mission capabilities are resourced in a timely manner. This tool will support data-driven decision making across the agency, allow FMCSA to pursue cost accounting, provide greater transparency for spending, and ultimately enable agency leadership to map resources to program outputs and results.

The FMCSA OCFO finds efficiency in its finance and accounting activities by sustaining resources for a common accounting system and processes all financial transactions through the Federal Aviation Administration's (FAA) Enterprise Service Center (ESC) in Oklahoma City, OK. Using the data in our accounting system of record and collaborating with the ESC the OCFO produces monthly financial statements, acts as audit liaison, reviews/audits, records, analyzes, and reconciles Accounts Payable and Accounts Receivable financial transactions, and provides oversight management of the Agency's travel card program, and management of the Agency's travel program and e-Travel system. The transactional level of financial processing

requires the OCFO staff to perform continuous outreach and customer assistance to the Agency for all accounting and financial management related processes. It is this transactional level of effort that is the heart of OCFO operations putting resources to work in service to the Agency and the public we serve. As such, the specialists within OCFO collaborate with the Office of the Secretary to fully participate in the following initiatives: DATA Act reporting of reliable, clean data for government transparency that supports cross- government efficiency initiatives; E-Invoicing implementation to support compliance for the Improper Payments, Eliminations and Recovery Act requirements; and accounting system financial report re-engineering, through the Oracle Business Intelligence Enterprise Edition (OBIEE) to enhance financial management reconciliation and reporting activities.

Over half of the overall FMCSA funding directly supports States and FMCSA safety partners through grant programs. At the recommendation of a Government Accountability Office (GAO) 2013 review of FMCSA grants process, the OCFO increased its involvement and now works together with the Office of Enforcement (MC-E) to financially and programmatically manage the grant programs that make the safety mission of FMCSA happen. The grant process requires FMCSA to sustain resources for a grants system and surrounding information and data management for the full life cycle of award and to manage grant close-out and audits. The detailed technical work of the OCFO to adhere to all federal regulations in its grants process ensures that the over \$300 million distributed by FMCSA each year funds the State level programs that are the most efficient and effective. FMCSA grants resource activities carried out by every State in the country as well as Washington, D.C. and U.S. territories, carrying out the mission of safety and ultimately reducing the risk of fatalities due to truck and bus crashes nationwide. The grants program is of the highest priority of FMCSA and requires continued focus on process improvements and improvements to the grant financial and program reporting.

The Office of Internal Audit (OIA) is a preventative control that provides value primarily through giving objective assurance that key risks are properly managed and the control framework surrounding business and mission activities is effective. In FY 2018 the annual audit plan sustains current level of effort and solicits management's input to the audit plan to focus on key risks that will assist the Agency in achieving its goals and objectives.

Professional audit standards provide the overall framework for establishing and maintaining an effective internal control system. The OIA assists in providing stronger internal controls which assists FMCSA's management to achieve objectives, provide reliable internal and external reporting and ensure compliance with applicable laws and regulations. Internal controls are crucial to the Federal agencies and have helped to improve financial reporting and accountability.

### **What benefits will be provided to the American Public through this request?**

The OCFO is responsible for providing oversight of American tax dollars invested in FMCSA's programs and operations. The sustained resources and efforts of the OCFO provides audit-able financial data made available through "E-Gov" initiatives across government and through other reporting methods that often become available to the public for transparency and accountability. The sustained resources for operations of the OCFO with an increased focus on accountability practices minimizes the risk of FMCSA business operations negatively impacting mission effectiveness. The resources to provide financial systems and experienced personnel directly improve FMCSA's ability to review program performance and provide assurance to the public that federal resources are being expended as projected. The early accountability successes within OCFO like the early implementation of the GONE Act in FY 2016 and the RMT for data analysis, are examples of FMCSA's dedication to transparent government while striving always for the safe operation of the motor carrier industry and the safety of the American public.

## **FMCSA FINANCE AND ACCOUNTING TEAM**

### **SECRETARY OF TRANSPORTATION**

#### **CUSTOMER SERVICE AWARD**

Every year people from across the country participate in FMCSA safety training. This training is crucial to personnel on the ground in every State to maintain the safety of the motor carrier industry. It is essential to get new safety employees trained as quickly as possible so that they can immediately impact the organization and mission. The FMCSA “travel team” is responsible for the quick and accurate processing of thousands of travel requests every year, including these time-sensitive requests for safety training. In 2016, FMCSA’s travel team established a direct communication process with Human Resources to immediately process requests for new travel accounts for new safety employees and included a follow-up call with new employees to address concerns and issues regarding the travel process.

FMCSA’s safety mission is accomplished in large part due to agency staff maintaining a high level of mobility through official travel activity. The FMCSA travel team works hard daily to monitor over 800 active travel card accounts and ensure the travel transactions for FMCSA Headquarters and Field Staff can occur without cancellation or negative incident. This is especially notable since the majority of the agency’s travel is conducted by Field personnel who are on the front lines of FMCSA’s safety and enforcement activities and typically have time sensitive and urgent requirements.

This is done with a high level of professionalism and complete willingness by the travel team to help anyone at any time. Their support of the mission and dedication to financial integrity embodies the core values of FMCSA and The Department of Transportation.





## Detailed Justification for the – Office of the Enforcement (MC-E)

### **What Is The Request And What Funds Are Currently Spend on the Program?**

#### **FY 2018 – General Operating Expenses and Information Management – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$5,800	\$6,589	\$6,715	\$126
Program Costs	\$7,859	\$5,108	\$5,039	(\$69)
Information Management	\$5,895	\$5,959	\$6,019	\$60
Commercial Motor Vehicle (CMV) Operator Grants	\$1,000	\$998	\$0	(\$998)
<b>Total</b>	<b>\$20,554</b>	<b>\$18,654</b>	<b>\$17,773</b>	<b>(\$881)</b>
<b>FTE</b>	<b>42</b>	<b>53</b>	<b>53</b>	<b>0</b>

NOTE: CMV Operator Grant in the Grant Account as of 2018.

### **What is this Program and Why is it Necessary?**

FMCSA requests \$17.78 million and 53 FTE for the Office of Enforcement (MC-E) in FY 2018. This organization helps FMCSA meet its primary mission of saving lives by preventing crashes, fatalities and injuries by developing and implementing the Agency's safety regulations through enforcement and compliance policies and programs. These efforts specifically target our core strategic goals related to "Safety First Culture," "Exponential Safety Power," "Comprehensive Data Utilization and Leveraging Technology" and "One FMCSA." The Office of Enforcement's work governs over four million Commercial Driver's License (CDL) holders, and more than 500,000 property and passenger motor carriers, brokers, freight forwarders, and intermodal equipment providers. Other specific focus areas include State safety programs, passenger carrier safety, the safe transportation of hazardous materials, consumer protection, and enforcement on foreign motor carriers. In FY 2018, the Office of Enforcement will continue to support existing programs and complete implementation of statutory requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act.

## **What does this funding level support?**

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### **CDL Programs**

The Office of Enforcement leads the development and implementation of regulations, policies, projects and programs that raise the safety bar and provide transparency and accountability for obtaining and maintaining a CDL to operate a commercial motor vehicle (CMV) in interstate commerce. In FY 2018, FMCSA will be implementing the Congressionally-required regulations establishing standards for training before a driver may obtain a CDL. MAP-21 required FMCSA to issue entry-level driver training (ELDT) standards through regulations, which were published in December 2016. MAP-21 required the regulations to address the knowledge and skills necessary for safe operation of a CMV that must be acquired before obtaining a CDL for the first time or upgrading from one class of CDL to another, including behind-the-wheel training. In FY 2018, the States will begin working on the information technology and operational changes needed to capture training information in their driver history records.

In addition, FMCSA will be assisting the States to improve the safety and compliance of their CDL programs through grants, program reviews, and partnership efforts. This program is needed to ensure that the CDL testing and issuance standards across the States are uniform and in compliance with the standards established to ensure that only safe, qualified drivers receive a CDL. In addition, in FY 2018, the Agency continues its programs to facilitate the transition of military personnel and veterans into commercial truck driving careers by working with Federal and State partners, the military branches, industry, and veterans support groups. Specifically, the Agency will provide opportunities for veterans and active duty military personnel by reducing the costs for a military driver to convert a military driver's license to a civilian CDL based on experience and training while on active duty. In addition, this Office will be implementing a pilot program for under 21-year-old military drivers and the implementation of the Military CDL waiver regulations.

### **Grants Program Management**

The Office of Enforcement is responsible for establishing the funding priorities and evaluation criteria for the Motor Carrier Safety Assistance Program (MCSAP), which provides significant financial support for the States' and U.S. territories' commercial vehicle safety enforcement programs. Under the FAST Act, the MCSAP Basic grant program now supports new entrant safety audits and border enforcement activities, and the High Priority Activities Program competitive grant now includes the Performance and Registration Information Systems Management (PRISM) program support, as well as Innovative Technology Deployment (formerly CVISN) grant support. The Office also manages the CMV Operator Safety Training grants, which prioritize funding for training members of the military to become commercial truck

drivers, and the CDL Program Implementation grants, which support States' compliance with the national CDL standards. In addition, this Office is responsible for evaluating the technical aspects of the formula and competitive grant applications, and recommending awards. These grant programs support FMCSA's strategic objectives to provide essential, ongoing financial support for the State personnel responsible for conducting investigations, inspections, strike forces, audits, and other safety-related oversight of carriers, drivers, and vehicles.

In FY 2018, the Office of Enforcement will also propose changes to 49 CFR Part 350, the regulations that govern MCSAP, to properly align with necessary changes required by the FAST Act related to updating the funding formula and to implement multi-year State plans. These changes will reduce the administrative burden for States and territories when applying for MCSAP grants, and improve the efficiency of managing their MCSAP-supported safety programs.

### Enforcement and Compliance Programs

The Office of Enforcement's enforcement and compliance programs are the Agency's primary tools for identifying and intervening with high risk motor carriers, as required by the FAST Act. The highest risk motor carriers have shown a blatant disregard for compliance and safety, and FMCSA must take prompt action on these carriers to level the playing field so that rogue companies do not undercut compliant businesses. During FY 2018, the Office of Enforcement expects to make changes to its methodology for identifying unsafe motor carriers based on the Correlation Study from the National Academies of Science. In addition, the Office of Enforcement will continue addressing the increasing number of consumer complaints related to household goods movers that are received in the Agency's National Consumer Complaints Database.

In FY 2018, the Office of Enforcement will continue to operate the Crash Preventability Demonstration Program, started in June 2017. Stakeholders have expressed concern that FMCSA may not identify the highest-risk motor carriers for interventions and that the listing of crashes on the public website, without an indication of preventability, can give an inaccurate impression about the risk posed by the company. Thus, the Crash Preventability Demonstration Program allows motor carriers or drivers involved in certain crash types, on or after May 1, 2017, to submit Requests for Data Reviews (RDRs) through FMCSA's DataQs system and have preventability reviews done on the crashes. This demonstration program is expected to operate until June 2019.

The MAP-21 required Electronic Logging Devices (ELD) final rule will be implemented beginning in December 2017. The final rule requires ELD use by most commercial drivers who are required to prepare hours-of-service records of duty status and prohibits harassment of

drivers based on ELD data or connected technology (such as fleet management systems). The rule also provides accountability, transparency, and recourse for drivers who believe they have been harassed. In FY 2018, FMCSA will complete implementation and training for motor carriers and State law enforcement as they all become familiar with this new technology.

During FY 2018, FMCSA will be improving safety and transparency by building the Drug and Alcohol Clearinghouse that will track CDL holders who tested positively on or refused a U.S. DOT test. This rule was mandated by MAP-21. It will improve roadway safety by identifying CMV drivers who have committed drug and alcohol violations that render them ineligible to operate a CMV and enable employers to have accurate information about the drug and alcohol use of potential or current drivers. The Clearinghouse will contain significant amounts of personally identifiable information (PII), so the development of the information technology system includes the requisite security and protection requirements. The contract for the Clearinghouse development will be awarded in FY 2018.

Funding and personnel will provide safety oversight of the motor carrier industry to ensure compliance with the Federal Motor Carrier Safety Regulations, the Hazardous Materials Regulations and the Federal Commercial Regulations. Programs combat the increasing number of rogue household goods movers and brokers that intentionally provide low estimates to get a moving contract but then refuse to deliver the goods unless they receive significantly more money than the initial quote (“hostage loads”). Funding at the requested level provides the resources needed to sustain the program. Other important safety focus areas include passenger safety, hazardous materials, household goods and foreign carriers. Increasing the quality and quantity of enforcement and compliance is proven to increase safety, and reduce commercial truck and bus crashes, injuries, and fatalities.

### **What benefits will be provided to the American Public through this request?**

#### **Improved Public Safety**

By continuing to fund the Office of Enforcement at the existing levels, FMCSA can continue its life-saving enforcement and compliance programs. ELDT requirements will ensure that new CDL holders or CDL holders seeking to upgrade their licenses have had sufficient safety training before operating large commercial vehicles and transporting passengers. Through reviews of the State CDL programs, FMCSA can ensure that the knowledge and skills testing standards for CDL holders remains at the required level to ensure that only safe and knowledgeable drivers are issued, and retain CDLs.

The MCSAP, High Priority Activities Program, and CDL Program Implementation grants provide funding to State and U.S. Territory agencies responsible for commercial vehicle safety.

Through the MCSAP program, more than 3.3 million inspections are conducted on CMVs and approximately 40,000 new entrant audits are completed each year. The High Priority Activities Program grant program provides funding to States implementing the Performance and Registration Information Systems Management (PRISM) program, which requires the States to validate a company's compliance with the Federal Motor Carrier Safety Regulations before issuing or renewing vehicle registrations. The result is that the PRISM program identifies and stops companies attempting to operate while under a Federal Out-of-Service Order, and/or attempting to reincarnate to avoid compliance with FMCSA's regulations. Through the Office of Enforcement's grant programs, FMCSA provides States and territories millions of dollars and has documented through its effectiveness studies that these activities have saved hundreds of lives each year, and prevented thousands of injuries and commercial vehicle crashes.

In addition, changes to the Agency's grant programs will allow the States to maximize their flexibility and target the State's specific safety priorities, including enforcement on foreign carriers and audits of new companies, with inspections, investigations, outreach, and other enforcement actions.

FMCSA's enforcement and compliance programs will continue to prioritize identification of high-risk companies that show evidence of non-compliance across the safety management areas so that they can be promptly investigated. Through continuous improvement of the Agency's prioritization methodologies, FMCSA will identify those carriers at risk for crashes and intervene before crashes occur. Through the Crash Preventability Demonstration Program, FMCSA provides transparency and accountability by collecting data needed to determine if the motor carrier's or driver's role in crash results in data that is better correlated to future crashes. By determining how the Agency might refine its data and analysis, FMCSA can direct its resources to the greatest safety needs.

Full implementation of the ELD rule requirements will improve compliance with the Agency's hours-of-service requirements, and reduce the risk of fatigued driving; therefore, reducing crashes and saving lives. Additionally, the development of the Drug and Alcohol Clearinghouse will ensure that drivers who have tested positive or refused testing are not allowed to operate until they have completed the required substance abuse program. Keeping these drivers off the roads and improving the identification of them to prospective employers will be a significant step toward improved highway safety.

#### Improved Opportunities for Veterans

The Under 21 CDL Pilot Program, CMV Operator Training grants, and other programs that support the hiring of drivers with experience operating military CMVs improve opportunities for veterans and their families.

### Improved Consumer Protection

Through sustained programs for the Office of Enforcement, programs that protect household goods shippers are continued. This includes the “Protect Your Move” education and outreach initiatives and the investigation and resolution of hostage goods complaints, when a homeowner’s goods are held hostage until a higher price is paid for the move. The Office of Enforcement intervened in 245 of these hostage goods cases in FY 2016.

Through the Office of Enforcement’s Passenger Carrier Safety programs, education and outreach is continued to individuals, schools, and faith-based organizations that contract for buses for trips out of State. The Agency’s SaferBus app and “Look Before Your Book” programs encourage consumers not to make purchasing decisions based on the lowest cost, but instead review the company’s safety and complaints histories in making these decisions.

## Detailed Justification for the – Office of the Field Operations (MC-F)

### What Is The Request And What Funds Are Currently Spend on the Program?

#### **FY 2018 – General Operating Expenses – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$87,834	\$102,821	\$104,781	\$1,960
Program Costs	\$7,583	\$7,765	\$7,983	\$218
<b>Total</b>	<b>\$95,417</b>	<b>\$110,586</b>	<b>\$112,764</b>	<b>\$1,960</b>
<b>FTE</b>	<b>811</b>	<b>827</b>	<b>827</b>	<b>0</b>

### What is this Program and Why is it Necessary?

FMCSA requests \$112.76 million and 827 FTE to fund the Office of Field Operations (MC-F) in FY 2018. The Agency's Office of Field Operations (MC-F) is the FMCSA office responsible for the safety enforcement and oversight of the over 500,000 interstate motor carrier companies and 10 million trucks nationwide. MC-F operates nationwide, working closely with our State law enforcement partners on the front line, operating a grass-roots network with FMCSA stakeholders, and providing local outreach with each State's community of motor carriers, safety advocates, and universities that advance commercial motor vehicle (CMV) safety. This office conducts significant crash investigations, supports National Transportation Safety Board investigations, and investigates complaints submitted by the public. MC-F also ensures the safety of trucks and buses entering the country from Mexico through its border inspection operation.

In partnership with States, each year the Office of Field Operations:

- Conducts more than 3.3 million roadside inspections
- Performs over 17,000 investigations, with
  - More than 98% of High Risk carriers investigated within 90 days of identification
  - More than 2,100 passenger carrier investigations
  - More than 200 high-profile household goods investigations
  - More than 2,000 hazardous materials investigations
- Performs more than 38,000 new entrant safety audits
- Serves more than 5,600 civil penalty notices totaling over \$80 million

- Issues nearly 20 Imminent Hazard Out of Service orders shutting down carriers or drivers presenting an imminent threat to public safety
- Conducts over 440,000 commercial zone inspections along southern border
- Conducts over 8,200 inspections on Mexico-domiciled long-haul commercial vehicles and drivers crossing the border into the interior United States; and
- Conducts dozens of strike forces targeting unsafe buses, unsafe drivers, etc.

MC-F's Division offices are in every State, as well as the District of Columbia and Puerto Rico. The primary goal is to effectively partner with State law enforcement and prevent crashes and injuries by removing unsafe motor carriers, drivers, and vehicles from the nation's highways through data-driven enforcement and outreach activities. Through our State partnerships and stakeholder development we exponentially increase the safety impact of our programs and build a safety culture. Finally, our structure and program administration facilitates communication between headquarters and the field. So not only do the National policy developments get communicated to the States, but the issues impacting the States and our local communities get relayed back to headquarters and affect policymaking.

In each State, there are multiple State agencies that receive FMCSA grants and are accordingly responsible for ensuring consistent interstate commercial regulatory programs are carried out. MC-F is responsible for monitoring that State partner grant activities are compliant with applicable laws, regulations, and policies, while encouraging consistent program delivery and providing oversight throughout the grant lifecycle to ensure grantee performance in achieving programmatic goals and objectives. MC-F coordinates with the driver licensing agency in each State to ensure drivers are qualified, medically fit and that driving records and disqualifications get communicated nationally in a timely manner. Through these partnerships MC-F builds regionally appropriate strategies and strike forces most relevant to the regional risks. MC-F staff are both facilitators and subject matter experts who support consistent and compliant safety programs delivered by the States.

MC-F's enforcement program targets companies that pose the highest crash risk. Based on company performance detected through the State inspection program, high-risk carriers are identified for intervention when they show a pattern of highly crash-correlated safety violations. Interventions include on-site comprehensive investigations, on-site focused investigations, off-site investigations, new entrant safety audits, hazardous materials carrier and shipper investigations, cargo tank facility investigations, household goods investigations, intermodal equipment provider reviews and roadside inspections.

When significant gaps in the safety management of a company are documented, MC-F takes the appropriate enforcement action to remedy the deficiency and deter future non-compliance. Such actions include formal safety ratings (conditional or unsatisfactory), notices of claims (fines) and



out-of-service orders. Each action is based on strict regulatory and policy standards and each carrier is afforded due process in each action. Carriers are incentivized to correct the defects to avoid penalties. Both investigations and follow-on actions are designed to improve and sustain safe performance and compliance, or to remove from the roadways those entities who are unwilling or unable to address identified safety deficiencies.

Pursuant to section 350 (c)(2) of the U.S. Department of Transportation and Related Agencies Appropriation Act of 2002, MC-F operates the border enforcement program to ensure the safety of trucks and buses entering the country from Mexico. Cross-border commercial vehicle traffic between the United States and Mexico continues to grow with truck crossings increasing from 4.8 million in 2011 to over 5.5 million in calendar year 2015. Co-located for the most part with Customs Border Protection (CBP), MC-F has a presence at 28 Ports of Entry from Brownsville TX to San Diego, CA. While the Department of Homeland Security, CBP, focus on security, MC-F inspectors ensure Mexican-domiciled companies, drivers and vehicles operating in the United States are meeting the standards required to operate safely.

MC-F adheres to congressional mandates on investigating high-risk and motorcoach companies pursuant to the FAST Act Section 5305 and Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 32707. FMCSA implements a prioritization program that identifies high risk carriers with on road performance that indicates noncompliance with safety regulations regarding unsafe driving, vehicle maintenance, hours of service, and other factors correlated to crashes. When examined, these carriers' crash rate is four-and-a-half times the national average crash rate. In the interest of safety to the public, staff investigate the highest risk carriers within 90 days and help them improve their safety. The data suggests that the Agency is reaching those carriers that need the most help: high risk investigation findings result in a rate of acute and critical violations that is almost three times higher than other carriers subject to investigations. MC-F also executes a motorcoach safety oversight program in which new motorcoach companies receive initial safety reviews within 120 days of receiving operating authority. Investigations to determine a safety rating for those companies are then performed within two years, and subsequently updated on a three-year cycle.

MC-F is committed to continuous improvement and increased efficiencies in all aspects of FMCSA's operations. This includes participation on policy and regulatory workgroups and Technical Advisory Groups, which develop important program expertise focused on specific populations or safety emphasis areas such as Passenger Carriers, Drug and Alcohol Compliance, Intermodal Equipment Providers and Household Goods.

## **What does this funding level support?**

With over 500,000 motor carrier companies nationwide, and 827 MC-F staff, every dollar is critical to maintain steady commercial motor vehicle safety oversight and enforcement activities, including border operations and inspections. This includes conducting safety investigations prioritizing High Risk carriers, MAP-21 motorcoach carriers requiring safety ratings, implementing the hazardous materials plan, conducting household good investigations and being responsive to significant crash events and public complaints. In addition, MC-F will continue to provide oversight on programmatic goals and financial requirements throughout the grant lifecycle with State partners.

MC-F will continue to work towards a reduction of the vehicle out-of-service rates of Mexico-domiciled motor carriers by maintaining a robust inspection and oversight program. In FY 2001, the vehicle out-of-service (VOOS) rate for Mexico-domiciled carriers in the commercial zones was 34%, while in FY 2016 the VOOS rate for these carriers dropped to 19%.

In 2018 the Office of Field Operations will continue to support the implementation of efficiencies in the enforcement and compliance policies and procedures including:

- Implementation and monitoring of quality assessment tools to ensure the national consistency in the delivery of high quality investigations and enforcement actions;
- Use of enhanced investigative techniques and expanded enforcement tools to conduct in-depth investigations and ensure carrier operations are safe and compliant;
- Respond to shifts in the geographical distribution of the high risk carrier population by using a “borderless” approach in each Region to assist Division Offices with large high risk carrier populations in order effectively leverage resources to manage risk; increase the use of virtual tools to support program delivery;
- Utilize program analysts to monitor carrier performance and prioritize investigative activities based on risk;
- Increase law enforcement awareness and education on the need to increase enforcement of serious traffic violations by drivers;
- Provide training and awareness to improve the quality, quantity and timeliness of data relating to commercial driver activity to better track poor driving performance;
- Support State partners in identifying and applying local expertise to local safety challenges; and
- Conduct investigations and initiate enforcement actions against companies that reincarnate to avoid fines, penalties, and negative safety compliance history.

Significant effort will be dedicated in FY 2018 to investigating carriers that are still operating after their USDOT number registration and/or operating authority are revoked. Egregious

violators continue to operate after their authority to do so has been suspended or revoked. The Agency will engage with State partners to make sure these carriers do not operate on the nation's roadways and that we can efficiently track down those entities that insist on evading investigation and enforcement efforts.

Additionally, resources will continue to be needed to oversee motor carriers in the New Entrant Safety Assurance Program. Motor carriers that fail a new entrant safety audit must demonstrate corrective action or have their authority to operate revoked. These corrective action plans are reviewed to ensure the motor carrier will be able to sustain safe operations if allowed to remain in business.

### **What benefits will be provided to the American Public through this request?**

The Agency has conducted effectiveness studies on many of its major enforcement programs, including its Intervention, Roadside Inspection, and Traffic Enforcement programs, and has documented significant safety benefits derived from these programs. Studies estimate that on average, the Agency's carrier interventions program has helped Americans avoid 5,300 large truck and bus crashes per year, prevent roughly 3,200 injuries per year, and save nearly 175 lives per year. Additionally, the Agency estimates that its Roadside Inspection and Traffic Enforcement programs, which are mainly supported through its grants programs with state and local governments, have helped to prevent approximately 14,000 large truck crashes on average per year, prevent almost 8,500 injuries on average per year, and save more than 450 lives on average annually. Implementation of the initiatives outlined in this request will support additional safety benefits through crashes, injuries and fatalities avoided because of FMCSA's and its State partners' compliance and enforcement efforts. The economic impact of these crashes is more than \$112 billion annually including medical costs, emergency services, infrastructure damage, lost productivity due to roadway congestion, environmental mitigation, etc.

MC-F requires funding at current levels to avoid impairment of program delivery, greater loss of life and the consequent economic damage. Program delivery is highly streamlined, leveraging the regional structure to generate efficiencies. Research, analysis and technology has resulted in improved risk-based targeting of the highest risk carrier population. If appropriate FMCSA enforcement is diminished, unsafe operators would have a destabilizing impact on the market and gain unfair advantage over the law abiding safe operators and endanger the American public. A consistent National framework guided by FMCSA benefits the interstate trucking and bus industry by providing stability in the operating environment nation-wide. Businesses benefit when regulations are uniformly applied. Absent MC-F's local presence in each State, the industry would be subject to wildly differing application of rules and regulations creating barriers to commerce as carriers travel from one State to the next.

## **COLLABORATION WITH CASINOS, STATE PARKS AND AMUSEMENT PARKS TO PERFORM BUS INSPECTIONS**

Unlike trucks, buses are not frequently inspected during roadside inspections. To ensure bus safety MC-F and State partners develop strategic inspection strike forces. FMCSA's California Division implemented a mobile inspection team to address passenger safety in the State. Partnering with casino operators, state parks and amusement parks this team focused on improving the safety of bus operators.

California has many bus operators, both domestic and international. Due to their unique operating characteristics, buses can only be inspected at locations where the passengers are off the vehicle and in safe locations. Typically, these are private locations such as casinos and amusement parks where large numbers of buses visit each day. Without these sites, FMCSA's ability to inspect buses is very limited. Through safety focused collaboration FMCSA, and the State of California have recruited private businesses safety partners and to permit inspections to take place on their private property. These businesses share a commitment to the safety of their customers and thanks to this coordinated approach bus inspections are preventing unsafe equipment and drivers from endangering the public.

Nine casinos and two major amusement parks partnered with the California/ FMCSA team. This greatly increased the number of bus inspections in the State.

Activities and outcomes from this effort:

- Increased inspections of buses: in 2016, 348 buses were inspected as part of this program with 73 of them being placed out of service for severe safety violations.
- Increased and deepened safety partnerships: many site operators have become more concerned with bus safety and put pressure on bus operators to improve their compliance.
- Increased safety data: the data generated from these inspections feeds into FMCSA's carrier monitoring systems to assist with selection and prioritization for further in- depth company reviews. For companies with positive inspection results, the data may indicate that further in-depth reviews may not be needed.
- Improved safety: from 2013-2015, bus fatalities in CA decreased from 37 to 10 (FARS data source).

## Detailed Justification for the – Office of the Management Services (MC-M)

### What Is The Request And What Funds Are Currently Spend on the Program?

#### FY 2018 – General Operating Expenses – Budget Request (\$000)

Program Activity	FY 2016 Actual	FY 2017 Annualized CR	FY 2018 Request	Difference from FY 2017
Salaries and Expenses	\$8,437	\$7,708	\$7,855	\$147
Program Costs	\$32,265	\$33,717	\$39,044	\$5,327
<b>Total</b>	<b>\$40,702</b>	<b>\$41,425</b>	<b>\$46,899</b>	<b>\$5,474</b>
<b>FTE</b>	<b>60</b>	<b>62</b>	<b>62</b>	<b>0</b>

### What is this Program and Why is it Necessary?

FMCSA requests \$46.90 million and 62 FTE to fund the Office of Management Services (MC-M) in FY 2018. The Office of Management Services provides the infrastructure and administrative services required to support FMCSA's ability to carry out its safety mission. The Office of Management Services includes 5 major program services Acquisitions, Human Resources, Emergency Preparedness and Security, Management and Information Services, and Training and Employee Development (National Training Center (NTC)). A FAST act increase of \$5 million will continue FMCSA investments in States along the southern border and high priority domestic offices; improving FMCSA's ability to collaborate with other border agencies, and ensure safe operating conditions for FMCSA personnel and the truck and bus drivers that are served.

The Office of Management Services directly aligns with FMCSA strategic mission in four focus areas: 1) **"Safety 1st" Culture** – MC-M ensures that FMCSA's presence in safety outreach, oversight, and enforcement is highly effective and consistent with adequate resources, facilities, staffing, training and administrative support; 2) **Exponential Safety Power** (SafetyX Power) - MC-M increases Agency participation through fostering partnerships to improve the efficiency of administrative support to the motor carrier safety mission. MC-M also directly touches thousands of our State partners with training to ensure they have the expertise to perform their motor carrier safety mission. By expanding the use of listening sessions, social media, and similar tools, the Agency will build a coordinated partnership with all stakeholders to advance the Agency's "Safety 1st" Culture strategic focus area. 3) **Comprehensive Data Utilization and Leveraging Technology** - MC-M leverages research and emerging technologies in each of its services. 4) **One FMCSA** – MC-M is the foundation on which FMCSA will achieve its goal to

create a proactive, mission-centric organization through the development and implementation of an organizational structure that supports all administrative functions and enables FMCSA's mission delivery.

The FMCSA truly values its employees as a primary resource as demonstrated through the direct alignment of its strategic mission with its administrative infrastructure to ensure Agency stability. The MC-M programs ensure continuity and minimize agency overhead costs. Resourcing MC-M's activities ensures FMCSA's continued capacity to recruit, engage, and retain the best qualified and high quality employees, develop future leaders, and maintain a high performing workforce that is effective in accomplishing FMCSA's safety mission.

### **What does this funding level support?**

Acquisitions management provides the Agency with support for procurement and contracting functions. Without procurement/contracting support, the FMCSA would not be able to acquire the goods and services the Agency needs to sustain its infrastructure as well as meet the Agency's mission to save lives through various programming initiatives. The procurement support activities within MC-M includes: facilitating pre-award and post-award contract support via maximizing competition, awarding Inter and Intra Agency Agreements, ensuring contract file records retention, effecting contract closeout, and managing the Purchase Card Program. The trained contracting staff provides procurement guidance to FMCSA program offices in the areas of acquisition planning, requirements generation and selection of vendors. Within current funding levels in FY 2018 MC-M will sustain: internal control standardization throughout the procurement process; provide contracting staff continuous professional development, warrant authority, and the Federal Acquisition Institute (FAC) professional certification and training; and provide administrative oversight and certification guidance for the Agency's Contracting Officer's Representatives and Program/Project Managers to ensure the Agency receives maximum value for its contract funding.

MC-M provides crucial services to the Agency: nationwide space management, facilities and equipment management, occupational safety and health program management, metered and express mail services, property management, fleet management, printing, transit benefits, and other administrative services. FMSCA will continue to provide the most effective service in support of FMCSA's mission MC-M implements government-wide initiatives to improve transparency, sustainability, and ensure effective use of Federal resources. An increase in investment of \$5 million includes:

- Border Space Management program includes feasibility studies, land acquisition, construction of new buildings and office spaces, bus passenger waiting areas renovations, inspection pits, canopies, furniture and in collaboration with CIO staff all associated

information technology (IT) and security enhancements as well as rental payments for all border truck and bus inspection locations. The increased FAST Act funding in FY 2018 will provide for new, or renovated facilities in locations throughout the southern border region, including: Texas, New Mexico, Arizona, and California as well as high priority improvements/renovations for domestic offices.

- Field office space management includes rental payments at agency field offices located in every State, along with renovations and relocation expenses for offices with lease expirations during the budget year. GSA is focused on consolidation and co-location of agencies in Federal space as required by the Office of Management and Budget Reduce the Footprint policy. In FY 2018, FMCSA has expiring leases in 13 locations and nine of these leases will require FY 2018 funding to be completed.
- Occupational Safety and Health provides agency-wide administration and management of the employee occupational safety and health program. Funding for this program area will support the annual inspection requirements found in Executive Order (E.O.) 12196. This reduces risk to FMCSA border inspectors and all employees resulting in fewer work days lost, and lower overall workers' compensation costs.
- Respond to approximately 2,300 valid Freedom of Information Act (FOIA), Paperwork Reduction Act, and Privacy Act activities. FOIA requests for FMCSA continue to increase in numbers which has resulted in a processing backlog; sustained funding is required to not fall further behind. Funding is needed for adequate Federal and/or contract support to process claims. The American public benefits from this program because responding to FOIA requests creates greater transparency for the American public.
- Collaboration with OST and efficiency through use of the DOT Working Capital Fund (approximately \$10 million annually) for multiple shared services to ensure the use of strategic sourcing DOT-wide when feasible and overall lower operating costs for DOT.

MC-M provides a full range of human resources (HR) services to the FMCSA employees to include employee and labor relations, staffing and classification, performance management, executive resources, HR information technology systems, employee benefits, and strategic human capital management. With sustained resources, HR processes an average of 180 personnel actions per year, yielding an average "vacancy to onboard" timeline of 84 days, on target with other federal agencies' averages, as well as, maintaining a minimal attrition rate of 2%. With more than 21% of the FMCSA workforce eligible to retire in the next 5 years, it is imperative that HR continues a high level of service focused on building and retaining a high- performance workforce. FY 2018 planned achievements include implementation of an improved hiring process by: establishing standardized recruitment protocols nationwide; utilizing new tracking systems, and imposing new tools for tracking FTE. Also planned for FY 2018: replacement of outdated/under-utilized manual-systems with automated solutions for analyzing workforce trends

and forecasting; automating employee performance files; and establishing a quality control team for all HR transactions.

The FMCSA National Training Center (NTC) is a full-service development and training organization, providing a wide range of developmental opportunities to its customers, utilizing state of the art technologies, design methodologies and delivery options. The NTC is a unique organization in that over 90% of the over 20,000 students trained annually are State and local law enforcement, not FMCSA employees. These students are employees of the agencies in each State that are responsible for commercial vehicle safety. These roadside truck inspectors inspect over 3.3 million commercial vehicles each year. The NTC training development and delivery includes travel, course maintenance and updates, new training aids developments, and instructor development and travel.

In FY 2018, the NTC will:

- Implement updated curriculum for Safety Academy, including pre-Academy and post-Academy on-the-job training;
- Develop an “emergency” alternative to the investigator academy;
- Expand Federal Law Enforcement Training Accreditation for other NTC Training; Instructor Development and General Hazardous Materials.
- Expand training to support the new Electronic Logging Devices requirements;
- Revise the North American Standard inspection program training courses;
- Expand the Learning Management System to give all instructors and State points of contact access to better communication and class management across all Motor Carrier Safety Assistance Program stakeholders;
- Maintain operations with an estimated 20,000 students trained.

MC-M also includes critical emergency preparedness and security services providing a full range of services to FMCSA employees (Federal and contractor) to include serving as the Agency Classified Material Control Office, Continuity of Operations (COOP) manager, oversight of the FMCSA physical security (facilities) program, managing the Personnel Security Processing which includes processing all background investigations and the issuance of all ID's and credentials, managing the employee drug testing program, employee passport and visa program, and serving as the agency commercial motor vehicle crash reporting office. The office provides liaison to other Federal, State, and local law enforcement agencies in communicating security threats and coordinates the exchange of security or criminal information. This Office provides internal security for all workplace incidents as well as the safety of employees as it pertains to emergency preparedness, security, and law enforcement support.



MC-M strives for internal improvement in FY 2018 while sustaining resource levels and continuing to provide excellent support with improved efficiency. Within the security services MC-M plans to process 300 background investigations (new employees and current employee reviews), under a recently streamlined process reducing the timeline from 45 days to 21 days for background clearances due to “Value Engineering” of eliminating duplications and excess work. The vehicle crash reporting system provides updated reporting within a 24 hour period on “media attentive” commercial motor vehicle crashes, down from 72 hours. Under Homeland Security Presidential Directive (HSPD12) which is a strategic initiative intended to enhance security, increase Government efficiency, reduce identity fraud, and protect personal privacy, this office provides the American public with a quality service while supporting the safety mission of FMCSA.

#### **What benefits will be provided to the American Public through this request?**

The American public looks to FMCSA to establish and apply the standards that sustain a safe transportation system and promote efficiency within this system. To meet the public’s expectations, FMCSA mission critical functions must receive strong and effective administrative support. The Office of Management Services enables FMCSA to achieve mission success through: Enhancing safety by providing quality and effective staff; leveraging stakeholders in a common safety agenda; ensuring accountability, quality data, and leveraged technology for informed decisions impacting transportation safety; and inspiring and energizing our workforce and partners to tackle our toughest safety challenges with new innovative ideas and programs. The ability to procure the goods and services for the mission, provide the right-sized and well trained workforce, and a secure workplace with the required tools leads to mission success. MC-M constantly works to balance resources among competing priorities to best meet the mission of a making the nation’s roadways safer for the American public.



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

### **What Is The Request And What Funds Are Currently Spend on the Program?**

#### **FY 2018 – General Operating Expenses and Information Management – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$6,435	\$5,471	\$5,575	\$104
Program Costs	\$6,011	\$4,722	\$4,803	\$81
Information Management	\$2,060	\$3,013	\$3,043	\$30
<b>Total</b>	<b>\$14,506</b>	<b>\$13,206</b>	<b>\$13,421</b>	<b>\$215</b>
<b>FTE</b>	<b>43</b>	<b>44</b>	<b>44</b>	<b>0</b>

### **What is this Program and Why is it Necessary?**

The Office of Policy (MC-P) provides the foundation for FMCSA's safety compliance and enforcement operations. The key functions related to this program are: strategic planning; regulatory development, including economic and other related analyses; driver and carrier operations (including entry-level driver training and driver qualification standards); medical qualification standards and the National Registry of Certified Medical Examiners Program; vehicle and roadside operations (covering vehicle safety equipment and inspection, repair and maintenance standards); and program evaluation activities. These functions serve as critical elements for establishing comprehensive safety standards, improving operator fitness, and strengthening Agency programs through the analysis of program effectiveness.

Through data-driven regulations, FMCSA promotes improved safety and raises the safety bar for operating in the truck and bus industry. Regulations are the basis for FMCSA safety and commercial enforcement activities and provide a clear path for enhanced safety performance.

FMCSA also provides regulatory guidance to assist the industry and enforcement community in achieving a common understanding of the safety regulations, grants regulatory waivers and exemptions, and develops compliance assistance materials to address unique commercial vehicle safety challenges. The Agency responds to a large volume of public and governmental inquiries by phone, e-mail, and controlled correspondence. The overall goal in response to these inquiries is to establish well-written, concise, and effective safety standards and regulatory guidance for the motor carrier industry. The Agency supports these efforts with policy, economic, and legal analyses to ensure that regulations are focused on the most cost-effective solution to identified safety challenges and to ensure that rulemaking documents are legally sufficient.

## **What does this funding level support?**

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Funding for the Office of Policy supports personnel, contract services, and other expenses related to the development of regulatory proposals and final rules, the processing of medical exemption applications concerning the Agency's vision, diabetes, seizure, and hearing standards, operating a National Registry of Certified Medical Examiners, operations of the Medical Review Board (MRB) and the Motor Carrier Safety Advisory Committee (MCSAC), and program evaluations.

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

FY 2018 funding sustains FY 2017 levels of development of rulemaking notices (i.e., advanced notices of proposed rulemakings, notices of proposed rulemaking, final rules, and direct final rules) for the Agency that implement safety improvements with requirements that are clear, simple, timely, fair, reasonable, and necessary. Regulatory development support and regulatory impact analyses focus on the review of crash data (fatalities, injuries, and property damage) and the estimated costs and safety benefits associated with regulatory options to reduce the incidence and severity of crashes. The Agency is required by statute and Executive Order to consider the costs and benefits of its regulatory actions with the expectation that the regulations issued would provide cost-effective solutions to safety challenges. In addition, the Agency is committed to the principles of Executive Orders 13563, 13771, and 13777 regarding conducting regulatory retrospective reviews. There are several rulemakings FMCSA will focus on to reduce to the greatest extent practicable under existing statutes, the regulatory administrative burden associated with obsolete and redundant rules. When there is information to decide that a rule is unnecessary and provides no discernible safety benefit, the FMCSA will work towards the elimination of the requirements. Funding is required to publish documents in the Federal Register and to obtain regulatory development and economic evaluation support regarding complex issues requiring unique skills (e.g. medical economic cost/benefit analyses).

### **Medical Review Board (MRB)**

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

### Motor Carrier Safety Advisory Committee (MCSAC)

The MCSAC, another advisory committee operating in accordance with the provisions of the FACA, as amended, 5 U.S.C. App. was established to provide FMCSA with advice and recommendations on motor carrier safety programs and safety regulations under the authority of the U.S. Department of Transportation. The MCSAC is currently FMCSA's only representative stakeholder body, comprised of 17 members representing the motor carrier industry, labor, safety advocates, and safety enforcement officials. The members are experts in their respective fields and are 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. FMCSA requires resources to sustain ongoing activities of this critical stakeholder group.

### Medical Qualifications of Drivers

The FY 2018 funds support Medical Programs covering each of the following:

- Medical Certification of Drivers - The FMCSA Medical Program promotes safety on America's roadways through the promulgation and implementation of medical regulations, guidelines, and policies that ensure drivers engaged in interstate commerce are physically qualified to operate a CMV. The Agency is required to establish minimum medical qualification standards for approximately eight million CMV drivers operating in interstate commerce, including over four million active CDL holders. The number of CMV drivers and the prevalence of medical conditions related to an aging population, such as cardiovascular disease and respiratory conditions, will have a detrimental effect on the safety and health of commercial drivers and highway safety overall. The FMCSA executes a comprehensive medical oversight program, including evaluation of the current medical certification process with the assistance of the Agency's Medical Review Board, and successful implementation of key initiatives such as the National Registry of Certified Medical Examiners (National Registry) through which more than 53,000 healthcare professionals have completed mandatory training and testing concerning the Agency's medical standards. These medical professionals conducted more than 14.6 million examinations between May 21, 2014 (the day the program was implemented) and February 28, 2017 and identified more than 150,000 individuals who were medically unqualified to operate CMVs. Approximately 200,000 individuals were temporarily disqualified because additional health information had to be reviewed or medical tests conducted to verify the drivers were medically qualified. National Transportation Safety Board (NTSB) investigations have identified medical conditions as a factor in several significant CMV crashes resulting in multiple injuries and fatalities. Additionally,

Government Accountability Office (GAO) investigations have highlighted the need for improved oversight of the medical certification process. Continued operation and maintenance of the National Registry is paramount to highway safety.

- Medical Exemptions and Skills Performance Evaluations (SPEs) – The Medical Program includes management of exemptions for drivers who have a vision impairment in one of their eyes; drivers who rely on the use of insulin to manage diabetes; drivers using anti-seizure medications provided the individuals have not experienced a seizure for multiple years; and drivers who have hearing impairments. In addition, the Medical Program provides direction for the Agency’s SPE program which assesses the driving abilities of individuals with limb impairments or amputations. The medical exemption and SPE programs provide opportunities for more than 6,000 drivers with documentable good safety records to continue operating commercial vehicles despite their unique physical limitation.
- Medical Evidence Reports and Expert Panels – In support of the MRB, FMCSA funds the preparation of “evidence” reports. These evidence reports document the review of published research on specific medical topics. The meta-analysis identifies those studies that have sufficient merit, based on the research methodology and sample size, etc., to support policy or regulatory decisions. The evidence reports are reviewed by expert panels, physicians specializing in the medical topic being considered, who then provide recommendations to the MRB. The MRB then considers the evidence along with the expert panel recommendations and, after deliberations in a public meeting, offer recommendations to the Agency.
- National Registry Medical Examiners Handbook, Test Updates – In addition to the information technology component of the National Registry program, the Agency is developing a medical examiners’ handbook to assist healthcare professionals in understanding the Federal driver qualifications rules and to serve as a reference manual for examiners to review topics they may not encounter on a frequent basis. The Agency also anticipates significant efforts to continuously update the standardized test questions used for the National Registry examination.

### Policy Program Support

In addition to the medical exemption program, the Office of Policy also evaluates requests for waivers, exemptions and pilot programs related to vehicle safety equipment, driver qualification standards (other than medical qualifications), and motor carrier operations. This function involves subject matter experts reviewing the requests for waivers, applications for exemptions, as well as requests for pilot programs to assess the relative impact on safety if granted. The office se resources also supports the development of the Agency’s strategic and performance plans, monitors activities, and evaluates accomplishments against established plans, goals and objectives ensuring Agency compliance with the Government Performance and Results Modernization Act (GPRAMA). In addition, the Office of Policy functions as liaison and

coordinates activities with external oversight organizations (i.e., the U.S. DOT Office of the Inspector General, GAO, and the NTSB), maintains an Audit Liaison Action Planning and Tracking System.

Information Technology Initiatives (includes IM funding sustainment):

- National Registry of Certified Medical Examiners – A rulemaking mandated by MAP-21 required the Agency to enhance the National Registry by requiring daily uploads of driver medical certifications by examiners and transfer of the information directly to the State Driver Licensing Agencies. In addition to using funding allocated to the CIO to support the operation and maintenance of the National Registry, in FY 2018 FMCSA will continue to develop the functionality for medical examiners to transmit medical certificate information directly to FMCSA daily. The Agency will then transmit the medical certificate information for CDL holders to the State Driver Licensing Agencies beginning June 2018. IT related expenditures for the development of the National Registry Phase II systems capability are identified in the IT Development and Sustainment program. The execution and implementation aspects of the National Registry program are included within the Medical Program's budget with most of the developmental work for the National Registry being performed by the Department's John A. Volpe National Transportation Systems Center.
- Training Provider Registry – On December 8, 2016, FMCSA published a final rule, negotiated through a committee including representatives of organizations with interests that are affected significantly by training regulations, establishing minimum training requirements for entry-level drivers. The compliance date for the final rule is February 6, 2020. FMCSA requires funding to develop and implement a Training Provider Registry to identify qualified training programs for drivers and to collect and report training completion information to State Driver Licensing Agencies. Building on the lessons learned and the technologies utilized to stand up the National Registry of Certified Medical Examiners will reduce costs and facilitate a rapid development effort. IT related expenditures for the development of the Training Provider Registry systems capability are identified in the IT Development and Sustainment program.

**What benefits will be provided to the American Public through this request?**

The programs and activities of the FMCSA Office of Policy ensures only physically qualified drivers are operating on our highways; the Agency believes that the National Registry program has enhanced the overall health and welfare of the CMV driver population. Medical exemptions provide employment opportunities for otherwise qualified individuals. The MCSAC provides advice and recommendations to the FMCSA Administrator on important safety issues including fatigue management, distracted driving, electronic logging devices, safety technologies, and

regulations. Since its inception, the MCSAC's more than 20 reports with recommendations have assisted the Agency in making informed decisions affecting motor carrier safety, protecting the American people. Regulatory Development and Regulatory Evaluation Divisions work collaboratively with subject matter experts on rulemaking requirements, most of which are statutorily mandated, and focus on improving safety nationwide. The Agency will focus on rulemaking activities to reduce the administrative burden associated with obsolete and redundant regulations. It's important to note that the level of effort required to remove a regulation is equivalent to the effort to add a regulation. The Administrative Procedures Act requirements apply to both implementation and removal actions to ensure transparency with the American public regarding well-reasoned and data-supported actions to support FMCSA's safety mission.



## **OFFICE OF POLICY SUCCESS STORY**

### **NATIONAL REGISTRY: RAISING THE BAR ON CMV DRIVER FITNESS**

In May 2014, FMCSA began requiring all interstate commercial motor vehicle (CMV) drivers to receive medical examinations from qualified professionals listed on the FMCSA National Registry of Certified Medical Examiners. To become certified, qualified medical examiners must be trained and tested on FMCSA medical and driver qualification regulations and advisory criteria. The certification requirement is making our roads safer by ensuring that our drivers meet minimum Federal physical qualifications; this raises the bar for the CMV industry by holding a higher and consistent standard of driver fitness.

Upon publishing the rule, FMCSA estimated that approximately 40,000 medical examiners would be needed to support the 5.2 million CMV drivers across the United States. To date, through FMCSA's communications and outreach efforts, there are over 53,000 certified medical examiners now listed on the National Registry. An additional 30,000 medical professionals have registered to become certified. The medical examiners have issued over 14 million medical qualification certificates to drivers. This incredible success far exceeded the Agency's expectations.

It's also important to note that many drivers are being issued medical certifications for less than the two-year maximum period (e.g. one-year cards) due to underlying medical conditions requiring attention by a treating clinician. The Agency believes that in addition to ensuring safe drivers, the National Registry program has enhanced the overall health and welfare of the CMV driver population.

The remarkable success of the National Registry program has raised the safety bar by ensuring CMV drivers meet minimum physical qualifications to keep our roads safe.



## Detailed Justification for the – Office of the Chief Information Officer

### **What Is The Request And What Funds Are Currently Spend on the Program?**

#### **FY 2018 – General Operating Expenses and Information Management – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$3,924	\$3,606	\$3,674	\$68
Program Costs	\$11,614	\$11,118	\$11,152	\$34
Information Management	\$26,590	\$25,507	\$25,762	\$255
<b>Total</b>	<b>\$42,128</b>	<b>\$40,231</b>	<b>\$40,588</b>	<b>\$255</b>
<b>FTE</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>0</b>

Note: FY 2016 and FY 2017 funding for the CIO previously shown under MC-R.

### **What is this Program and Why is it Necessary?**

FMCSA requests \$40.59 million and 29 FTE to fund the Office of the Chief Information Officer (MC-I) in FY 2018. This includes \$25.76 million of Information Management (IM) funding. Together with the \$3.01 million of IM described in MC-P and \$6.02 million of IM described in the MC-E narrative this totals the \$34.82 million in IM funding for FMCSA. MC-I provides oversight to all IM programs but some are managed collaboratively between the CIO and the program office responsible for the mission requirement. FMCSA's Chief Information Officer (CIO) develops, implements, and maintains Information Technology (IT) systems and infrastructure. The IT systems perform the essential function of providing real-time access to data to the enforcement community, industry, stakeholders, and the public in support of FMCSA's mission. The office supports a highly mobile workforce by operating the agency's field IT network of regional and state service centers, and ensuring that inspectors have the tools and mobile infrastructure necessary to perform their duties at the side of the road, where unsafe carriers are detected and removed from our roadways.

FMCSA's safety mission demands a proactive and forward-focused IT strategy, coupled with stable execution of ongoing operations. The current aging IT infrastructure has allowed FMCSA to meet the most essential needs of its users, while the CIO and FMCSA leadership continually balance competing IT and mission priorities to keep pace with the continually evolving program requirements such as the Federal Information Security Management Act (FISMA), Government Performance and Results Act (GPRA), Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America's Surface Transportation (FAST) Act, the Federal

Information Technology Acquisition Reform Act (FITARA) and the Digital Accountability and Transparency Act of 2014 (DATA Act).

The IT systems that the CIO develops, implements and maintains, along with the infrastructure it manages and operates, serve as a key enabler behind FMCSA achieving its mission of reducing crashes and saving lives. They support its four key safety process areas — Registration, Inspection, Compliance, and Enforcement (“R-I-C-E”) — to address both immediate and future needs. The RICE framework requires nationwide, robust and secure infrastructure, with a consistently high level of service to all stakeholders. FMCSA's broad safety mission requires delivering innovative and integrated technology solutions that effectively manage information and support essential mission-oriented activities.

- Registration - Ensure delivery of benefits to FMCSA’s public and business stakeholders by streamlining process and applications, issue USDOT Numbers and Operating Authority; decrease the cycle time required for applicants to complete and submit applications; and enhance the ability to accurately screen carriers.
- Inspection - Ensure Federal and State inspectors have the most current, accurate and complete data necessary for use with the Safety Measurement System (SMS) to inform better data driven decisions; ensure proper selection of high-risk carriers for roadside inspections; and improve inspectors and the commercial trucking industry experience by minimizing unnecessary roadside inspections of safe carriers.
- Compliance - Ensure that internal and external stakeholders have enhanced prioritization algorithms to more effectively target carriers for interventions resulting in a higher percentage of enforcement actions per intervention; better access to tools and data to increase percentage of new entrant safety audits completed on time; provide access to medical fitness results and drug and alcohol test results of commercial drivers.
- Enforcement - Ensure Federal, State and industry stakeholders have a more comprehensive, effective and efficient enforcement business process; make safety performance data available to the public; allow industry to self-examine safety performance and be proactive in addressing safety performance issues; reduce the amount of time needed to manage multiple enforcement caseloads; improve data collection and analysis tools; and expand enforcement oversight capabilities.
- Infrastructure - Improve FMCSA’s field network infrastructure by the replacement of end-of-life network equipment and a major increase in network capacity and functionality that will create an environment to support Electronic Logging Devices (ELD) and Wireless Roadside Inspections (WRI). Reduce and mitigate system vulnerabilities and ensure that information security and privacy requirements are identified, documented, communicated appropriately, and incorporated into the design and implementation of each system.

The CIO tailors the IT strategic objectives to represent a holistic view of success rather than narrowly focusing on specific elements; defining five strategic goals that represent our performance commitments and outcomes in support of its mission – “committed to enabling FMCSA's mission of saving lives by providing agile, cost-effective, innovative, reliable and secure business solutions.”

Strategic goals represent performance commitments in support of the CIO's mission and vision. Each strategic goal contains specific objectives that describe how CIO will achieve the intended outcomes. The IT strategic goals are as summarized as follows:

- **Integrated Project Planning and Execution:** Meet current and future business requirements through enhanced integration between planning, execution, and management disciplines
- **Process Conformance and IT Security:** Streamline IT operations by maintaining high standards of process conformance and ensuring IT security
- **Effective IT Workforce:** Build, grow and maintain a highly capable technology workforce
- **Innovative IT Business Solutions:** Provide efficient, consolidated, and reliable IT solutions that meet the ever-changing business needs of our customers and improve safety
- **Customer Focus:** Deliver results through effective leadership and collaboration.

### **What does this funding level support?**

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The CIO operates in a highly complex environment with diverse customers, expanding IT business needs and substantial regulatory compliance requirements. FMCSA's IT requirements are driven by business needs (e.g., roadside inspector's need for a more efficient inspection system), departmental requirements, and legislative requirements (i.e., MAP-21, FAST Act, etc.).

FMCSA developed an IT Capital Plan framework to identify, define, and group initiatives outside of the current IT frameworks and structures, in support of the strategic goals. The framework addresses the lifecycle for investments or initiatives and ongoing funding needs for operations and programs:

- **Transform:** New initiatives that drive organizational and technological innovation
- **Grow and Enhance:** Development, enhancement or retirement of systems driven by rulemaking, policy or business needs
- **Sustain:** Ongoing infrastructure, legacy and mission system operations and maintenance
- **Development Support:** Ongoing development support to ensure the delivery of innovative IT business solutions.

- **IT Policy and Planning:** Ongoing program management, planning, security, and privacy of FMCSA's IT Portfolio

FMCSA plans to sustain resources for the CIO in FY 2018. The following provides an overview of investments, projects, and activities that will continue to be supported:

- Continued transformation initiatives to identify stakeholder requirements and current business process analysis, define current IT architecture analysis and mapping and develop proposed future IT enterprise architecture and transformation roadmap.
- Integrate current components from the New Entrant and Activity Center for Enforcement (ACE) to introduce an investigative document management system in ACE.
- Work with OST CIO to provide consistent overarching IT policy and planning services to ensure development, enhancement, operations, and maintenance are performed in accordance with accepted project management guidelines and industry best practices, ensuring data security and privacy.
- Continue development projects such as: Integrated Inspection Management System (IIMS), Drug and Alcohol Clearinghouse, and support of related IT requirements for Entry Level Driver Training (ELDT).
- Collaboration with the Office of the Secretary of Transportation (OST) CIO to continue to enhance, secure and upgrade FMCSA's aging field infrastructure including aging router/switches and technology refresh; as well as provide telecommunications hardware and support.
- Provide internal and external first, second, and third-tier help desk support to all of FMCSA's end users and business users for all tools and applications for more than 100 field locations which include service centers, division offices, and border facilities. FMCSA will be transitioning these services to the DOT Common Operating Environment (COE) to take advantage of economies of scale and department-wide cyber security capabilities.
- Maintain and enhance both internal and external FMCSA websites.

#### **What benefits will be provided to the American Public through this request?**

FMCSA's CIO provides benefit to the American public by creating an IT environment that innovatively delivers services, dynamically responds to evolving business requirements, and more tightly integrates its business processes. The CIO is committed to providing agency-wide protection of information (including privacy) and IT infrastructure assets against the risks of loss, misuse, disclosure, or damage due to security vulnerabilities. The collaboration with OST CIO and with field offices Nationwide promotes systems that provide FMCSA and employers the necessary tools to meet the safety mission while streamlining IT operation and maintenance costs and improving reliability and availability of FMCSA and DOT network and services by updating the aged equipment in the field locations.

**CIO EFFECTIVE SUPPORT OF FMCSA**  
**MISSION PRIORITIES WHILE LEADING FEDERAL**  
**MOVE TO THE CLOUD**

As of November, 2016, the entirety of FMCSA's mission support systems (including the Portal, MCMIS, L&I, SAFER, A&I, and many others) are in an information technology (IT) cloud environment. FMCSA's move to an IT cloud environment was based on both a desire to be fast followers of federal "cloud first" mandates and a commitment to bring our employees and other customers a better, more reliable IT experience. This move to the cloud provides the IT infrastructure foundation from which the FMCSA and greater motor carrier community can expect improved access to systems, stronger system and data security, and faster system response times. It provides a flexible, scalable platform allowing the FMCSA Office of the CIO a powerful tool to better meet agency needs.

The transition to the IT cloud environment required the migration of more than 30 systems, hundreds of servers and network connections, more than 100,000 user accounts, and millions of documents. The FMCSA Office of the CIO also had to coordinate IT changes with state, local, and vendor partners in every state and U.S. territory (over 100 external connections). Following the transition, the FMCSA Office of the CIO worked tirelessly to stabilize and improve the new IT environment. Personnel throughout the Field, Enforcement, and other program offices have provided positive feedback regarding the current state of IT systems in the cloud. The FMCSA is proud to be one of a minority of government agencies that have their entire mission support IT environment in the cloud. The FMCSA looks forward to further developments leveraging this new IT platform.





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

### What Is The Request And What Funds Are Currently Spend on the Program?

#### **FY 2018 – General Operating Expenses and Research and Technology – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Salaries and Expenses	\$4,325	\$2,984	\$3,041	\$57
Program Costs	\$4,922	\$3,818	\$3,925	\$107
Research and Technology	\$9,000	\$8,983	\$9,073	\$90
<b>Total</b>	<b>\$18,247</b>	<b>\$15,785</b>	<b>\$16,039</b>	<b>\$254</b>
<b>FTE</b>	<b>23</b>	<b>24</b>	<b>24</b>	<b>0</b>

### What is this Program and Why is it Necessary?

FMCSA requests \$16.04 million and 24 FTE to fund the Office of Research, Technology and Registration (MC-R) in FY 2018. The Office of Research, Technology and Registration (MC-R) conducts collaborative research dedicated to reducing commercial motor vehicle (CMV) crashes, injuries, and fatalities, and serves as an essential agency-wide resource providing USDOT policy makers, Congress, industry, and the research community with timely, accurate, and relevant statistical information. FMCSA research helps support FMCSA's strategic mission of safety through the comprehensive use of data and leveraging technology, saving lives by preventing crashes, fatalities and injuries while also supporting the multi-billion-dollar ground transportation industry that is essential to the U.S. economy.

The Office of Management and Budget (OMB) specifically highlights FMCSA's statistics program in its annual Statistical Programs of the United States report to Congress. While FMCSA has an offsetting collection of licensing and insurance fees which supports most registration activities not reported in this budget request, the related statistical and analysis program also performs timely and relevant data analysis required for the self-insurance program.

The statistics and analysis program is uniquely positioned to lead FMCSA's strategic focus area of comprehensive data utilization and leveraging technology through its activities to collect, assure the quality of, disseminate, and analyze data on roadway crashes, commercial drivers, and the operations and safety performance of motor carriers. The program directly supports the FMCSA mission to prevent crashes, injuries and fatalities involving large trucks and buses by serving as an essential agency-wide resource providing U.S. DOT policy makers, Congress,

industry, and the research community with timely, accurate, and relevant statistical information. The agency collects and analyzes data on the Nation's more than 500,000 interstate freight, 12,000 interstate passenger, and 17,000 intrastate hazardous materials motor carriers, and an estimated six million commercial vehicle drivers, and the 160,000 reportable crashes occurring each year. These data are essential to FMCSA's Compliance, Safety, Accountability (CSA) Program's Safety Measurement System, used to identify and prioritize compliance and enforcement interventions on those motor carriers presenting the greatest safety risk. The program develops performance standards, monitors the quality of the crash data and the estimated 3.3 million truck and bus inspection reports submitted to FMCSA by the States every year, and provides training and technical assistance to improve data quality. The program maintains an on-line, publicly available, interactive repository of commercial motor vehicle safety data available at <http://ai.fmcsa.dot.gov/>. The program also responds annually to more than 900 time-sensitive requests for data from within the agency, from other Federal agencies, and from our State partners. And the program develops and maintains statistical models to evaluate the effectiveness of FMCSA safety programs in terms of crashes and injuries prevented and lives saved.

FMCSA requests \$9.07 million in Research & Technology (R&T) funds for FY 2018. FMCSA implements a multiyear motor carrier R&T Program, as authorized by 49 USC 31108, to perform research, development, and technology transfer activities to reduce the number and severity of accidents, injuries, and fatalities involving commercial motor vehicles (CMVs). The program focuses on:

- Enhancing the safety and efficiency of commercial motor vehicles and drivers;
- Improving technology used by enforcement officers when conducting roadside inspections and interventions to increase efficiency and information transfer; and
- Increasing the safety and security of hazardous materials transportation.

The R&T program serves as the underpinning for empirically answering research questions related to the overall Departmental goals of safety, innovation, and infrastructure. Using research to better understand factors associated with crashes, the Agency can streamline and prioritize its enforcement efforts, focusing on vital Federal safety oversight functions. Activities range from developing enhanced enforcement technologies to demonstrating the efficacy of truck drivers getting proper training and rest. The program is necessary to ensure the enforcement and safe operation of motor carriers transporting goods and passengers on U.S. roadways—including those that cross the border. For example, FMCSA recently completed development of the Border Safety Application (BSA), a Web-based application that leverages vehicle and driver information between FMCSA and U.S. Customs and Border Protection to provide an automated, data-driven approach to selection of vehicles for inspection at U.S. border crossings.

#### Anticipated FY 2017/2018 Accomplishments:

- Continue to monitor performance metrics to assess the completeness, timeliness, accuracy, and consistency of State-reported crash and roadside inspection data to FMCSA as part of the State Safety Data Quality program.
- Conduct analyses of state data reporting processes and performance to identify problem areas and provide technical assistance, training, and guidance to effect improvements.
- Analyze requests for data review submitted by motor carriers, drivers, and others through the DataQs process to assess problem areas in inspection and crash data reporting and identify system changes, training needs, and other interventions to reduce the error rate in FMCSA safety data.
- Continue to respond to more than 900 time sensitive requests for data from within the agency, from other Federal agencies, and from our State partners.
- Initiate development of a series of data dashboards and mapping applications, customized to FMCSA program office and field operations requirements, to make more effective and efficient use of FMCSA and other highway safety-related data by putting information directly into the hands of the users through the implementation of business intelligence and geographic information system tools.
- Conduct analyses of emerging safety issues in areas such as motorcoach operations, commercial motor vehicle driver performance, vehicle maintenance issues, etc.
- Continue to compile and release data, statistics and reports on commercial motor carrier crash involvement and inspection and investigation results, state data quality assessments, and FMCSA program effectiveness.

#### Specific FY 2017/2018 R&T initiatives include:

- **Military Under-21 CMV Driver Pilot Program:** This congressionally mandated pilot program will allow drivers under the age of 21 to operate a CMV for interstate commerce if they have received specialized military training. If the findings of this research show positive safety outcomes, it could not only increase employment opportunities for National Guard and Reserve members who have received this training, but it could also provide a new source of drivers into the workforce.
- **Commercial Driver's License (CDL) Skills Test Delays:** As required by the Fixing America's Surface Transportation Act, 2015 (FAST Act), the Agency is conducting research on the delays faced when drivers are attempting to obtain their CDL, which can deter possible drivers from joining the workforce.
- **Flexible Sleeper Berth Pilot Program:** Recent sleep research has shown that splitting sleep may provide more rest than a single daytime period, if sleeping 8 hours at nighttime is not an option. FMCSA is undertaking a pilot program that will monitor the safety

impacts of allowing drivers to split their required sleeper berth time into two periods, instead of a single 8-hour period.

- Wireless Roadside Inspection (WRI) Field Operational Test (FOT): FMCSA is testing a system that wirelessly identifies CMVs and potential registration, hours-of- service, and driver licensing compliance or safety violations that may exist. Research findings will be used to support the development of a standard for a wireless North American Standard (NAS) Inspection Program Level 3 inspection (without driver interaction) at roadway speeds, without an actual physical inspection. This WRI technology will reduce costs to the public and improve targeting of unsafe motor carriers.

### **What does this funding level support?**

Despite recent increases, over the 10-year period from 2006 through 2016, fatal crashes involving large trucks and buses have declined 17%, a key contribution to achieving U.S. DOT's top priority of improving transportation safety. One of FMCSA's core values is innovation - delivering creative, forward-looking, and data-driven solutions to advance our safety mission. The statistics and analysis program closely monitors and measures the quality of data submitted by the states, and from the inception of its State Safety Data Quality performance measures in 2004, the number of States evaluated as "good" in overall data quality has risen from 24 to 48 as of February 2017; this despite increasing the number of measures from five to nine over those 13 years and "raising the bar for safety" to achieve a good rating on several of the measures.

The technical assistance, training and support provided by the program is instrumental to improvements in overall data quality. The program analyzes and disseminates these data, which are key to the effectiveness of the Agency's programs. They are central to the motor carrier Safety Measurement System (SMS), a tool used by FMCSA and its state partners to evaluate a carrier's safety performance to determine any appropriate enforcement actions. Agency safety programs are evaluated for effectiveness using analytical tools developed by the program that annually assess the number of lives saved, injuries prevented and crashes prevented from different enforcement programs. The monthly safety data releases, annual statistical compilations, and analytical studies and publications provide the foundation to the mission-critical work on commercial motor vehicle safety. The program provides real data driven statistics and sound analytical support and justification for agency rulemakings and rule removal. Without the statistics and analysis program, FMCSA, U.S. DOT, States and the larger commercial motor vehicle safety community would not be able to effectively carry out their current programs or modify their programs based on data analysis. The support from the statistics and analysis program enables FMCSA to make inroads in highway safety to continue to see declines in fatalities, injuries and the economic toll from crashes involving large trucks and buses.

In FY 2018, in addition to its ongoing data quality, data dissemination, and program effectiveness analysis, the program will use the requested funding to analyze capabilities to support decision-making. This will occur in three primary focus areas: 1) improved data quality; 2) expansion of analytical tools; and 3) conducting analyses of key safety issues. Data quality is critical to accurately assessing the safety performance of commercial motor carriers, effectively analyzing regulatory initiatives, managing and measuring programs, and informing the public. In FY 2018, the requested funding will allow the program to continue its data quality efforts to conduct comprehensive analysis of motor carrier registration data to identify missing, incorrect, and potentially fraudulent entries, to design testing and error-checking methodologies to detect and prevent future invalid entries, and to establish and monitor performance measures to continually assess the quality of information reported by motor carriers.

To more efficiently and effectively use the large volume of crash, inspection, investigation and registration information it collects, the program will integrate its suite of business intelligence and geographical information system tools with the FMCSA enterprise database to combine multiple sources of data to take full advantage of these tools' powerful analytics. This will allow the program to analyze and display information in a more user-friendly manner, as well as improve collaboration both internally and the public.

With better data quality and more powerful analytical tools, the program will conduct more complex analyses of emerging safety issues. This includes assessing drug and alcohol usage by commercial drivers, passenger carrier safety, safety impacts of emerging technologies implemented within the motor carrier industry, and changing trends in operational practices, inspection violations, and crash involvement of large trucks and buses.

### ***R & T Plans and Goals for FY 2018 Funding***

In FY 2018 with stable research and technology funding, FMCSA will collaborate with other U.S. DOT modes to research the safety impacts of emerging automated CMV technologies. Connected vehicle, driver assist, semi-automated, and fully automated driving technologies have the potential to dramatically reduce crashes. In FY 2018, FMCSA supports the advancement of the industry as it continues its activities to ensure the safe testing and introduction of highly automated commercial vehicles to public roadways. FMCSA will partner with the Federal Highway Administration (FHWA) and the Intelligent operational research/testing to ensure that commercially available truck platoons are operating safely with effective, well-maintained braking components. FMCSA will partner with the National Highway Traffic Safety Administration (NHTSA)



Truck safety will be improved with connected vehicle technology on the highways and in urban settings.

to accelerate the deployment of proven onboard safety technologies such as automatic emergency braking systems in heavy trucks. Key products will include safety guidelines and best practices for fleets and State agencies experimenting with automated commercial vehicle field trials.

Other planned FY 2018 initiatives include the development of recommendations for new North American Standard (NAS) inspection procedures for natural gas trucks; research on the safety trends of CMV drivers who take and pass the CDL exam in one State, but obtain their actual CDL in a different State; and continued efforts to develop a permanent data repository for collected R&T study data (in response to Federal requirements).

FMCSA has internal and external mechanisms to help assess the utility of the R&T Program. R&T projects are reviewed by FMCSA's Research Executive Board comprised of members from across the Agency. FMCSA has commissioned the National Academy of Sciences' Committee on National Statistics, the Transportation Research Board, and the International Transport Forum for advice on effective approaches and methodologies for research on CMV safety-related topics. FMCSA also works closely with external customers, such as the National Transportation Safety Board, the Office of Management and Budget, the Government Accountability Office, and State enforcement agencies, to ensure that the Agency's R&T portfolio addresses current needs in the transportation safety environment. Finally, FMCSA provides regular briefings, webinars, and public forums for industry representatives, safety advocates, congressional staff, and the transportation research community.

The Agency's funded research projects move out from development to use in the industry. FMCSA currently sponsors Phase III (commercialization) of a Small Business Innovation Research (SBIR) product called the Trucking Fatigue Meter. Several large trucking firms are now utilizing this product to actively monitor and manage fatigue among their drivers. Using the Trucking Fatigue Meter, these companies report better management of driver schedules to prevent fatigue-related events and improved driver awareness of individual sleep needs. The bottom line is that these fleets expect this investment to improve their safety operations.

### **What benefits will be provided to the American Public through this request?**

FMCSA is a data driven organization that relies on information to drive its programs and meet its mission to prevent crashes, injuries and fatalities involving large trucks and buses. By improving the quality of all its data, utilizing tools that maximize the transformation of that data into useful and understandable information, and conducting ongoing analysis of an ever- changing industry, FMCSA will be able to better identify safety issues from the macro level down to the individual carrier and driver. This in turn will allow the Agency to best target its limited resources to the highest safety risks, develop regulatory and programmatic initiatives that address the most

important safety issues, and provide transparent and comprehensive information for those that oversee or have an interest in FMCSA and motor carrier safety.

FMCSA's R&T Program develops the knowledge, practices, and technologies needed to solve problems and answer questions that arise in prioritizing enforcement resources and improving the safety of commercial drivers, vehicles, and carriers—and those with whom they share the road. Crashes involving CMVs are extremely costly; in 2014, the estimated costs of all large truck and bus crashes was \$112 billion (source: 2016 Pocket Guide to Large Truck and Bus Statistics, available at <https://www.fmcsa.dot.gov/safety/data-and-statistics/commercial-motor-vehicle-facts>). Even worse than this is the loss of life associated with these crashes. In 2015, there were 4,337 total fatalities in large truck and bus crashes (source: Large Truck and Bus Crash Facts 2015). In general, research conducted by FMCSA contributes to the development of safety technologies (for use by enforcement and commercial carriers) and recommended best practices to improve driver performance and the safe operation of CMVs, thus contributing to a reduction in crashes. Ultimately, FMCSA's R&T efforts will contribute to the Agency's mission of reducing the number and severity of CMV-involved crashes on the Nation's highways, reducing costs to the American public and saving lives.

## **SUCCESS STORY**

### **SAFE PRACTICES FOR NATURAL GAS POWERED TRUCKS**

FMCSA research identified changes to the Federal Motor Carrier Safety Regulations (FMCSRs) and the North American Standard (NAS) inspection procedures and out-of-service criteria to address the safe use of compressed or liquefied natural gas as an alternative to diesel fuel.

Over 90 percent of the final recommendations made in the study were adopted into the 2016 revision of the National Fire Protection Code 52, “Vehicular Natural Gas Fuel Systems Code” (pictured right). This Code has been voluntarily adopted by 20 States. The study was recognized in the USDOT Technology Transfer (T2).

FMCSA responded to a Commercial Vehicle Safety Alliance (CVSA) request for a training course for detecting leaks in natural gas and propane commercial vehicles because these alternative fuels are gaseous and leaks are not easily detected by human senses. Such a course was developed, reviewed by the CVSA Vehicle Committee, and posted on the FMCSA public Web site in July of 2015 (available here: <https://www.fmcsa.dot.gov/research-and-analysis/technology/course-leak-detection-natural-gas-and-propane-cmvs>). During the development of the training, FMCSA recommended that when 5,000 parts per million (ppm) of either natural gas or propane is detected with a combustible gas detector, the commercial vehicle should be placed OOS. In 2016, CVSA adopted this OOS criterion.

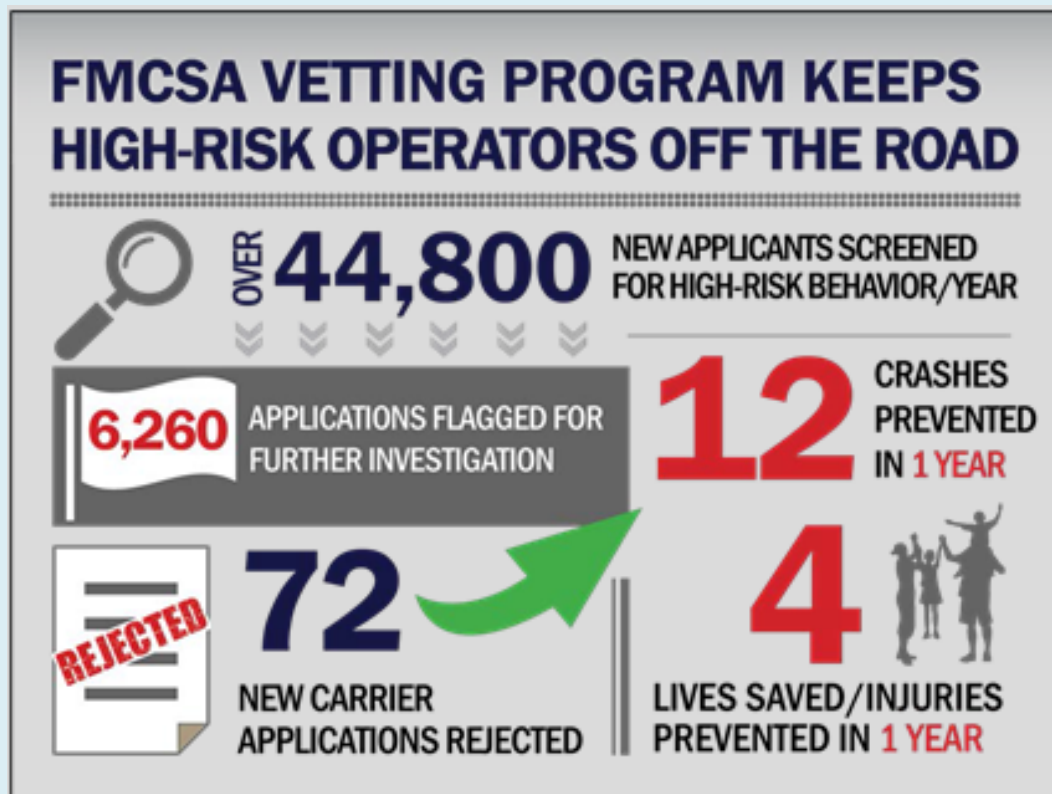


## SUCCESS STORY

### UTILITY FOR RISK-BASED SCREENING & ASSESSMENT (URSA) TOOL

The Research and Technology program funded the development of an automatic risk-based assessment tool to screen new applications for motor carrier operating authority. The URSA tool calculates a risk potential based on the likelihood that an applicant for operating authority is attempting to reincarnate, or otherwise obtain authority illicitly. The tool is used to check every application submitted for operating authority and has already identified a significant number of hard-to-identify cases that were unscrupulous attempts to obtain operating authority. This project had a substantial safety return for the investment.

Preventing high risk carriers from re-entering the industry as a newly disguised entity prevents the accidents/injuries/deaths that would have occurred had they received operating authority. Based on predictive modeling using historical safety/crash data on known reincarnating carriers, vetting applications with URSA prevents 12 crashes and saves four lives annually.





## **MOTOR CARRIER SAFETY GRANTS**

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out sections 31102, 31103, 31104 and 31313 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act, \$374,800,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of \$374,800,000 in fiscal year 2018 for "Motor Carrier Safety Grants"; of which \$298,900,000 shall be available for the motor carrier safety assistance program, \$43,100,000 shall be available for the high priority activities program, \$31,800,000 shall be available for the commercial driver's license program implementation financial assistance program, and \$1,000,000 shall be available for the commercial motor vehicle operators grant program. *Note. – A full-year 2017 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Further Continuing Appropriations Act, 2017 (P.L. 114-254). The amounts included for 2017 reflect the annualized level provided by the continuing resolution.*

**Department of Transportation  
Federal Motor Carrier Safety Administration  
Motor Carrier Safety Grants  
PROGRAM AND FINANCING**

(In thousands of dollars)

Identification code 69-17-8158		FY 2016	FY 2017	FY 2018
		<u>Actual</u>	<u>Annualized CR</u>	<u>Request</u>
<b>Obligations by program activity:</b>				
0001	Motor Carrier Safety Assistance Program	202,784	251,200	298,900
	MCSAP High Priority	15,000	35,168	43,100
0002	Border Enforcement Grants	32,000	0	0
0003	Safety Data Improvement Grants	1,809	0	0
0004	Commercial Driver's License (CDL) Program Improvement Grants	30,000	26,690	31,800
0005	Commercial Vehicle Information Systems	16,826	0	0
0006	Performance and Registration Information System	5,000	0	0
	Innovative Technology Deployment Program (ITD)	0	0	0
	Partner Training and Program Support (PTAPS) (non-add)	0	5,562	5,562
0007	Commercial Motor Vehicle Operator Grant	0	942	1,000
0100	Subtotal, direct program	303,419	314,000	374,800
0799	Total, direct obligations	303,419	314,000	374,800
0801	Reimbursable program	0	0	0
0900	Total new obligations	303,419	314,000	374,800
<b>Budgetary Resources:</b>				
<b>Unobligated balance:</b>				
1000	Unobligated balance brought forward, Oct 1	129,874	168,154	221,554
1021	Recoveries of prior year unpaid obligations	28,699	0	0
1050	Unobligated balance (total)	158,573	168,154	221,554
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1101	Appropriation, (trust fund)	313,000	314,000	374,800
1137	Appropriations applied to liquidate contract authority	-313,000	-314,000	-374,800
1160	Appropriation, discretionary (total)	0	0	0
<b>Contract authority, mandatory:</b>				
1600	Contract authority	313,000	367,400	374,800
	Contract authority and or unobligated balance of contract authority			
1620	permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	313,000	367,400	374,800
1750	Spending Authority from offsetting collection	0	0	0
1900	Budget authority (total)	313,000	367,400	374,800
1930	Total budgetary resources available	471,573	535,554	596,354
<b>Memorandum (non-add) entries:</b>				
1941	Unexpired unobligated balance, end of year	168,154	221,554	221,554
<b>Change in obligated balance:</b>				
<b>Obligated balance, start of year (net):</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	433,093	429,028	402,810
3010	Obligations incurred, unexpired accounts	303,419	314,000	374,800
3020	Outlays (gross)	-278,785	-340,218	-320,476
3040	Recoveries of prior year unpaid obligations, unexpired	-28,699	0	0
3050	Unpaid obligations, end of year (gross)	429,028	402,810	457,134
<b>Memorandum (non-add) entries</b>				
3100	Obligated balance, start of year	433,093	429,028	402,810
3200	Obligated balance, end of year	429,028	402,810	457,134
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
Outlays, gross:				
4010	Outlays from new discretionary authority	39,925	87,640	104,944
4011	Outlays from discretionary balances	238,860	252,578	215,532
4020	Outlays, gross (total)	278,785	340,218	320,476
4040	Offsets against gross budget authority and outlays	0	0	0
4080	Outlays net (discretionary)	278,785	340,218	320,476
<b>Mandatory:</b>				
4090	Budget authority, gross	313,000	367,400	374,800
4160	Budget authority, net (mandatory)	313,000	367,400	374,800
4180	Budget authority, net (total)	313,000	367,400	374,800
4190	Outlays net (total)	278,785	340,218	320,476

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**MOTOR CARRIER SAFETY GRANTS - 8158**  
**OBJECT CLASS SCHEDULE - FY2018**  
**(\$000)**

		<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>
		<b>Actual</b>	<b>Annualized CR</b>	<b>Request</b>
Direct Obligations				
Personnel Compensation				
Full-time permanent	11	\$0	\$0	\$0
Civilian personnel benefits	12	\$0	\$0	\$0
Total Personnel Expenses		\$0	\$0	\$0
Other Obligations				
Travel and Transportation of Persons	21	\$851	\$942	\$951
Communications, utilities, and miscellaneous charges	23	\$0	\$0	\$0
Other services (Contracts and Agreements)	25	\$3,642	\$3,750	\$3,788
Supplies and materials	26	\$3	\$4	\$4
Equipment	31	\$0	\$0	\$0
Grants	41	\$308,504	\$309,304	\$370,057
Subtotal, Other Obligations		\$313,000	\$314,000	\$374,800
Total Direct Obligations		\$313,000	\$314,000	\$374,800



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

CONTRACT AUTHORITY ESTIMATES		CONTRACT AUTHORITY	
2006.....	282,000,000	2006.....	282,000,000
2007.....	297,411,000	2006 Rescission of Contract Authority .....	(2,820,000) <sup>1</sup>
2008.....	300,000,000	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.....	307,000,000
		2009 Rescission of Contract Authority	
		P.L. 111-8 .....	(6,502,558) <sup>4</sup>
2010.....	310,070,000	2010.....	307,000,000
		2010 Rescission of Contract Authority	
		P.L. 111-8 .....	(1,610,661)
2011.....	310,070,000	2011.....	307,000,000
2012.....	330,000,000	2012.....	307,000,000
		2012 Rescission of Contract Authority	
		P.L. 112-30 .....	(1,000,000)
2013.....	330,000,000	2013.....	310,000,000
2014.....	313,000,000	2014.....	313,000,000
2015.....	352,753,000	2015.....	239,671,234 <sup>5</sup>
2016.....	339,343,000	2016.....	313,000,000
2017.....	367,000,000	2017.....	367,000,000
2018.....	374,800,000	2018.....	374,800,000

<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  
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2006..... 282,000,000	2006..... 282,000,000
	2006 Rescission of Liquidating Cash ..... (2,820,000) <sup>1</sup>
2007..... 297,508,000	2007..... 297,411,000 <sup>2</sup>
2008..... 300,000,000	2008..... 300,000,000
	2008 Rescission of Liquidation Cash ..... (11,260,214) <sup>3</sup>
2009..... 307,000,000	2009..... 307,000,000
	2009 Rescission of Liquidating Cash ..... (6,502,558) <sup>4</sup>
2010..... 310,070,000	2010..... 310,070,000
2011..... 310,070,000	2011..... 310,070,000
2012..... 330,000,000	2012..... 307,000,000
2013..... 330,000,000	2013..... 308,878,840 <sup>5</sup>
	2013..... 310,000,000
	2013 Across-the-Board Reduction ..... (620,000) <sup>6</sup>
2014..... 313,000,000	2014..... 313,000,000
2015..... 313,000,000	2015..... 313,000,000
2016..... 313,000,000	2016..... 313,000,000
2017..... 367,000,000	2017..... 312,404,987 <sup>7</sup>
2018..... 374,800,000	

<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



**EXHIBIT III-1**  
**Motor Carrier Safety Grants (69-X-8158)**  
**Summary by Program Activity**  
**Appropriations, Obligation Limitations, and Exempt Obligations**  
**(\$000)**

	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>CHANGE</b>
	<b>ACTUAL</b>	<b>ANNUALIZED</b>	<b>REQUEST</b>	<b>FY 2017-2018</b>
		<b>CR</b>		
Motor Carrier Safety Assistance Program (MCSAP) Basic/1	\$ -	\$ 251,200	\$ 298,900	\$ 47,700
New Entrant	\$ 2,027	\$ -	\$ -	\$ -
Border Enforcement	\$ 168,932	\$ -	\$ -	\$ -
Safety Data Improvement	\$ 31,826	\$ -	\$ -	\$ -
Commercial Vehicle Information Systems and Networks (CVISN)	\$ 32,000	\$ -	\$ -	\$ -
Performance and Registration Information Systems Management (PRISM)	\$ 1,809	\$ -	\$ -	\$ -
Commercial Motor Vehicle (CMV) Operator Training	\$ 16,825	\$ 942	\$ 1,000	\$ 58
High Priority/2	\$ 5,000	\$ 35,168	\$ 43,100	\$ 7,932
Admin Takedown	\$ 15,000	\$ -	\$ -	\$ -
Commercial Drivers' License (CDL) Program Implementation	\$ -	\$ 26,690	\$ 31,800	\$ 5,110
<b>TOTAL</b>	<b>\$ 273,419</b>	<b>\$ 314,000</b>	<b>\$ 374,800</b>	<b>\$ 60,800</b>
FTE				
Direct Funded	0	0	0	0
Direct L & I Fee Collection	0	0	0	0

NOTE: /1 With the implementation of the FAST Act for FY 2017, New Entrant, Border Enforcement, Safety Data Improvement, CVISN, PRISM, and CMV Operator grant are rolled up under MCSAP basic due to the new structure. /2 some of High Priority grant falls under MCSAP Basic.

**PROGRAM AND PERFORMANCE STATEMENT**  
**Motor Carrier Safety Grants**

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. Using take-down funds, the Federal Motor Carrier Safety Administration (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 is initiating an Innovative Technology program to improve the safety and productivity of commercial vehicles and drivers. The Motor Carriers Safety Grants account maintains the Agency's individual grants under the Compliance, Safety and Accountability Program.

**EXHIBIT III-1a**  
**Federal Motor Carrier Safety Administration**  
**Motor Carrier Safety Grants (69-X-8158)**  
**SUMMARY ANALYSIS OF CHANGE FROM FY 2017 TO FY 2018**  
**Appropriations, Obligations, Limitations, and Exempt Obligations**  
**(\$000)**

<b><u>ITEM</u></b>	<b>Change from FY 2017 to FY 2018 \$000</b>	<b>Change from FY 2017 to FY 2018 FTE</b>
<b>FY 2017 Estimate</b>	\$314,000	
<b>Inflation</b>		
<b>SUBTOTAL, ADJUSTMENTS TO BASE</b>	<b>\$0</b>	<b>0</b>
<b>NEW OR EXPANDED PROGRAMS:</b>		
Motor Carrier Safety Assistance Program (MCSAP) Basic/1	\$ 47,700	0
New Entrant	\$ -	0
Border Enforcement	\$ -	0
Safety Data Improvement	\$ -	0
Commercial Vehicle Information Systems and Networks (CVISN)	\$ -	0
Performance and Registration Information Systems Management (PRISM)	\$ -	0
Commercial Motor Vehicle (CMV) Operator Training	\$ 58	0
High Priority/2	\$ 7,932	0
Admin Takedown	\$ -	0
Commercial Drivers' License (CDL) Program Implementation	\$ 5,110	0
<b>SUBTOTAL, NEW OR EXPANDED PROGRAMS</b>	<b>\$ 60,800</b>	<b>0</b>
<b>FY 2018 REQUEST</b>	<b>\$ 374,800</b>	<b>0</b>

NOTE: /1 With the implementation of the FAST Act for FY 2017, New Entrant, Border Enforcement, Safety Data Improvement, CVISN, PRISM, and CMV Operator grant are rolled up under MCSAP basic due to the new structure. /2 some of High Priority grant falls under MCSAP Basic.

## Detailed Justification for the – Motor Carrier Safety Grants Program

### **What Is The Request And What Funds Are Currently Spend on the Program?**

#### **FY 2018 – General Operating Expenses and Research and Technology – Budget Request (\$000)**

<b>Program Activity</b>	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>Difference from FY 2017</b>
Motor Carrier Safety Assistance Program (MCSAP) Basic <sup>/1</sup>	\$168,932	\$251,200	\$298,900	\$47,700
New Entrant	\$31,826	\$0	\$0	\$0
Border Enforcement	\$32,000	\$0	\$0	\$0
Safety Data Improvement	\$1,809	\$0	\$0	\$0
Commercial Vehicle Information Systems and Networks (CVISN)	\$16,825	\$0	\$0	\$0
Performance and Registration Information Systems Management (PRISM)	\$5,000	\$0	\$0	\$0
Commercial Motor Vehicle (CMV) Operator Training	\$0	\$942	\$1,000	\$58
High Priority <sup>/2</sup>	\$15,000	\$35,168	\$43,100	\$7,932
Admin Takedown	\$2,027	\$0	\$0	\$0
Commercial Drivers' License (CDL) Program Implementation	\$30,000	\$26,690	\$31,800	\$5,110
<b>Total</b>	<b>\$303,419</b>	<b>\$314,000</b>	<b>\$374,800</b>	<b>\$60,800</b>

NOTE: With the implementation of the FAST Act for FY 2017, FMCSA's nine grant programs have been condensed into four programs.

\*Commercial Vehicle Information Systems and Networks, \*\*Performance and Registration Information Systems Management, \*\*\*Commercial Drivers' License Program Implementation, \*\*\*\*Commercial Motor Vehicle Operator Grants

### **What do I need to know before reading this justification?**

The Fixing America's Surface Transportation (FAST) Act, FMCSA's consolidated grant programs from nine separate grants into four programs each with a clear mission objective. The Motor Carrier Safety Assistance Program (MCSAP) formula grant program remains the largest and now includes the related activities of Border Enforcement, and New Entrant safety audits. The High Priority Activities Program encompasses activities related to motor carrier safety, including Performance Registration Information Systems Management (PRISM) and Safety Data Improvement (SADIP) to provide maximum flexibility to FMCSA's State partners and the innovative technology deployment (including CVISN and other innovative technology deployment), rather than maintaining separate grant programs. The Commercial Motor Vehicle Operator Safety Training (CMVOST) grant program, focused on supporting veterans and their spouses, remains a stand-alone grant program, as does the Commercial Driver's License (CDL) Program Implementation (CDLPI) grant.

Pursuant to the FAST Act, a working group was formed to analyze the factors for the formula and issue a recommendation for the Secretary; the group includes representatives from State Commercial Motor Vehicle (CMV) safety agencies (51%), a national organization representing State CMV enforcement agencies, and FMCSA personnel. The working group will provide its recommendation to the Secretary in FY 2017. The new formula will continue to be safety-based with rationale that is statistically based. It promotes stability in funding, responds to changes in crash risk, uses quality data sources, and responds to overall changes in funding levels.

### **What is this Program and Why is it Necessary?**

The FY 2018 funding request of \$374.80 million for FMCSA's grants programs consists of the following accounts:

- Motor Carrier Safety Assistance Program (MCSAP) (\$298.90 million) – This includes the MCSAP Basic and Incentive, border enforcement, new entrant safety audit, PRISM, and SADIP grants.
- High Priority Activities Program (\$43.1 million) -This includes funding for special safety initiatives that now include activities related to motor carrier safety, including some SADIP and PRISM activities and Innovative Technology Deployment, which includes the former CVISN grant.
- Commercial Driver's License Program Implementation financial assistance program (CDLPI) (\$31.8 million). – This provides funding to States and organizations for to assist States in their CDL programs and for other projects addressing CDL issues.
- Commercial Motor Vehicle Operator Safety Training Grant Program (CMVOST) (\$1 million) – This grant provides funding to train individuals in the safe operation of commercial motor vehicles.
- Partner Training and Program Support (PTAPS) is funded with an administrative takedown from all grants programs, excluding the CMVOST grants.

FMCSA grant funding traditionally contributes up to 80% of all costs associated with States' CMV safety programs. In FY 2016, State, local and territorial government MCSAP grantees conducted more than 3.3 million truck and bus inspection reports, estimated 38,000 new entrant safety audits, and more than 9,000 compliance investigations of motor carriers. FMCSA's analysis on the effectiveness of these enforcement activities, as measured by the Roadside Intervention Effectiveness Model and the Carrier Intervention Effectiveness Model, has documented that the States', local governments', and territories' CMV safety activities save hundreds of lives, and prevent thousands of injuries and CMV crashes on the Nation's highways each year by requiring safety deficiencies to be address and hazardous drivers and vehicles removed from the roadways. FMCSA's grant programs and the collaboration with the states are the heart of how FMCSA accomplishes its safety mission.

## Motor Carrier Safety Assistance Program (MCSAP) - \$298.90 million

The MCSAP formula and High Priority Activities Program (HP) (discussed below) grants represent the cornerstone financial assistance programs provided by the FMCSA, accounting for most grant funds issued by the Agency. These programs have a direct impact on key National safety priorities such as roadside safety inspections, CMV enforcement along foreign borders, new entrant audits, public education and technology innovation across the States and Territories.

These programs provide financial assistance to States and other eligible recipients which capitalize on local public safety and transportation enforcement resources to increase the effectiveness of national CMV safety programs. Grantees supported and resourced through these programs are responsible for more than 90% of the national CMV safety actions taken annually.

MCSAP formula grants provide formula funding to the States to support the critical safety programs that improve motor carrier compliance and safety including roadside inspections, carrier investigations, border enforcement activities, new entrant safety audits and technology enhancements. In FY 2018, FMCSA will continue to use the interim funding formula outlined within the FAST Act to allocate funding to the 50 States, five Territories and the District of Columbia. This formula, in use until a new allocation formula is approved, combines the traditional calculation methodology in place prior to FY 2017 (MCSAP Basic and Incentive calculation factors) added to the average historical grant awards for New Entrant and Border Enforcement per State. The formula factors are as follows:

### **Basic Factors:**

1997 Total Road Miles  
Total Vehicle Miles Traveled (VMT)  
Special (diesel) Fuel Consumption  
Total Population

### **Interim Factors:**

Three Year Average New Entrant Funds  
Three Year Average Border Enforcement Funds

### **Incentive Factors:**

Reduction in Number of Large Truck-involved Fatal Crashes  
Reduction in Large Truck-involved Fatal Crash Rate  
Verification of Commercial Driver's Licenses During Inspection  
Upload of CMV Inspection Data  
Upload of CMV Crash Data

The MCSAP grant program requires states to provide a 15% match of project expenditures as part of the FY 2018 MCSAP formula grant. To support state budget planning (for appropriate matching funds), FMCSA provides estimated MCSAP funding information in advance of the application timeframe.

To become eligible for funding, each state must submit a Commercial Vehicle Safety Plan (CVSP) to FMCSA which details specific activities and efforts the state will conduct to meet the required safety program elements under MCSAP. Pursuant to the FAST Act, FMCSA will begin

a voluntary program to phase in multi-year CVSP's with the FY 2018 application cycle. The single- year and multi-year plans (for those States included in the FY 2018 group) will be submitted and reviewed by FMCSA to ensure that the States address the mandatory program elements, state- specific safety priorities, and budget details.

The MCSAP formula grant continues to be a highly-effective tool in the administration of a national CMV safety program, and is instrumental toward the achievement of FMCSA's mission of crash reduction. Grantees such as the State of Texas continue to focus efforts along the Mexico border to address passenger and property carrying CMVs crossing into the United States. In addition, multiple states will be implementing updated procedures to increase the efficiency and effectiveness of new entrant safety audits through FMCSA's new offsite audit program. Below is a summary of General MCSAP safety activity for FY 2016.

### **General MCSAP Activity Data – FY 2016**

FY 2016*								
Driver/Vehicle Inspections		Traffic Enforcements Violations		Compliance Reviews		New Entrant Safety Audits		Border Inspections
Federal	State	Federal	State	Federal	State	Federal	State	State
123,556	3,293,549	538	464,792	7,844	9,261	2,917	35,762	229,205

\*Annual data as of most recent snapshot (January 26, 2017)

### **High Priority Activities Program - \$43.10 million**

Through the High Priority (HP) Activities Program FMCSA provides financial assistance to states, local law enforcement, federally recognized Indian tribes, and other safety partners. High Priority funds are awarded for projects that focus on innovative enforcement approaches, high crash areas, deployment of technology used to support CMV enforcement, and public outreach programs.

Starting in FY 2017, States will also rely on the HP grant program to support implementation of FMCSA's Performance and Registration Information Systems Management (PRISM). Required by the FAST Act, PRISM is a critical national safety system utilized by both Federal and State law enforcement agencies to identify and intercept commercial and large passenger carrying vehicles with serious safety risks. In addition, HP funding supports the development and implementation of projects in the areas of Innovative Technology Deployment (ITD) and Safety Data Quality. Both the Safety Data Quality and ITD programs fund critical local and national infrastructure for law enforcement systems used to identify and report CMV's engaged in unsafe operation.

For FY 2018, applicants will be required to submit an application for review by FMCSA in accordance with instructions provided within the funding notice. As the HP grant is a competitive process, there is no guaranteed funding amount compared to the MCSAP formula. The HP program requires a 15% match on the part of the grantee for most projects, however applicants needing to implement PRISM standards may be excluded from matching requirements.

The HP grant program continues to support innovative safety projects that address a wide range of CMV enforcement and education approaches. For instance, the Tennessee Highway Patrol (THP) converted a tractor trailer obtained through a drug seizure to a mobile training facility for young drivers and targeted enforcement of distracted driving laws. More than 13,000 individuals have had contact with the THP since its inception through a FY 2015 High Priority grant. Another success using a FY2015 HP grant, the Dallas-Fort Worth area law enforcement jurisdictions teamed up on a Ticketing Aggressive Cars and Trucks (TACT) project along major highways to enforce safe driving laws. The TACT project utilized motorcoaches to observe driving behavior around large commercial vehicles; enforcement vehicles in the area then stopped several hundred drivers for violations of various aggressive driving, distracted driving, and seat-belt laws.

#### Commercial Driver's License Program Implementation (CDLPI) - \$31.80 million

The goal of the national CDL program implementation is to reduce the number and severity of commercial motor vehicle crashes in the United States by ensuring that only qualified drivers are eligible to receive and retain a CDL. This goal focuses on maintaining the concept that for every driver, there is only one driving record and only one licensing document, commonly referred to as "One Driver — One License — One Record". States are required to conduct knowledge and skills testing before issuing a CDL; to maintain a complete and accurate driver history record for anyone who obtains a CDL; and to impose driver disqualifications as appropriate, in addition to other highway safety initiatives. The Commercial Driver's License Program Implementation (CDLPI) is a competitive grant program that provides financial assistance to States to achieve compliance with the requirements of the CDL regulations under 49 Code of Federal Regulations (CFR) Parts 383 and 384. Additionally, the CDLPI grant program provides financial assistance to other entities capable of executing National projects that aid the States in their compliance efforts and improve the national CDL program. The CDLPI grant program prioritizes providing funding to the State Driver Licensing Agencies (SLDAs), for the implementation of CDL program changes such as the implementation of FMCSA's CDL Testing and Commercial Learner's Permit (CLP) Final Rule and the Medical Examiner's Certification Integration Rule, which requires all States to implement changes to their CLP and CDL processes. In addition, grant funds are often awarded to other organizations to develop and implement nationwide program improvements, such as needed changes to the Commercial Driver License Information

System (CDLIS), including maintaining and providing timely information about unsafe drivers through CDLIS.

The CDLPI grant program is an effective tool and the Agency can document countless successes. For example, through a CDLPI grant, the Tennessee Department of Safety purchased tablets for CDL examiners to record test results. The tablets increase efficiency by adding the scores electronically and uploading results into the State's database when the tablets are placed into their docking stations. The tablets also have a camera and internal GPS which add security and validity to the tests. The examiner uses the camera to take pictures of the driver, the vehicle, the license plate, and the specification plate. These pictures are uploaded with the test scores. The internal GPS records the speed of the vehicle and the route driven by the driver. The GPS record is also uploaded and can be accessed by auditors. Another successful grant was awarded to the New York (NY) Department of Motor Vehicle (NY DMV) to combat identification fraud. The NY DMV used a CDLPI grant to roll out improved facial recognition software that could detect subtle scars, hairstyles, and glasses to keep people from getting licenses fraudulently. More than 3,600 individuals have been charged criminally for having duplicate licenses, while another 10,500 have been fined or have lost their licenses for fraud.

#### Commercial Motor Vehicle Operator Safety Training (CMVOST) - \$1 million

The CMVOST grant is discretionary and may be awarded to States, local governments, Federally recognized Native American Tribal governments, accredited post-secondary educational institutions (public or private) and truck driver training schools that are accredited and recognized by the U.S. Department of Education. The program has two goals:

1. To expand the number of CDL holders possessing enhanced operator safety training to help reduce the severity and number of crashes on U.S. roads involving commercial motor vehicles, and
2. To assist current or former members, in addition to their spouses and children, of the U.S. Armed Forces, including National Guard and Reservists to obtain a CDL.

The CMVOST grant program is highly competitive. Historically, the Agency receives grant applications that far exceed the \$1 million in available funding. In FY 2016, FMCSA received applications that exceeded \$7.8 million in grant requests. Many awards were made to institutions that are helping ease the transition of military veterans and their spouses into truck driving careers via the financial support provided to these CMV driver training schools.



Partner Training and Program Support (PTAPS) - \$5.10 million

The FAST Act extended the administrative takedown, previously only applied to MCSAP grants, PTAPS funds under the multiyear reauthorization proposal were raised to 1.5 percent from 1.25 percent and are applied to all grant funds, except the CMVOST grants. These PTAPS funds are made available to provide training for law enforcement personnel on commercial motor vehicle, carrier and driver safety regulations through the FMCSA National Training Center. In addition, these funds are used to support nationwide initiatives such as data analysis and program reviews. Any funds that are not needed will be returned to the specific grant program for award as a grant.

## **HIGH PRIORITY ACTIVITIES PROGRAM**

### **FUNDS VIRGINIA DISTRACTED DRIVING CAMPAIGN**

In 2013, FMCSA's High Priority Activities Program funded Virginia's DRIVE SMART campaign. This critical Federal funding was put to good use by launching Phone Down. Just Drive, a distracted driving enforcement and education campaign. The purpose of the campaign was to improve safety on Virginia's highways by educating commercial motor vehicle (CMV) drivers about the nationwide ban on handheld phones. The campaign featured billboards and variable message boards that targeted operators of large trucks and buses as they traveled along Interstate 64 in New Kent County.

Partnering with the New Kent County Sheriff's Office, DRIVE SMART Virginia studied the most effective methods for observing CMV drivers' distracted driving habits, enforcing distracted driving laws, and conducting outreach and education with CMV operators.

DRIVE SMART executive director Janet Brooking discussed the intent of the campaign. "Studies show that drivers who use handheld devices are four times more likely to be in a crash serious enough to injure themselves. We hope to find that our education and enforcement efforts will reduce the number of drivers using handheld mobile phones while operating a truck or bus."

Officers issued 121 citations to drivers using handheld phones within the first four weeks of the campaign—84 percent of whom were convicted. DRIVE SMART has since published a study on the Phone Down. Just Drive campaign that can serve as a guide for other jurisdictions.

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

No funding is requested for this account in FY 2018.

**Department of Transportation  
Federal Motor Carrier Safety Administration  
National Motor Carrier Safety Program  
PROGRAM AND FINANCING**

(In thousands of dollars)

Identification code 69-17-8048		FY 2016 <u>Actual</u>	FY 2017 <u>Annualized CR</u>	FY 2018 <u>Request</u>
<b>Obligations by program activity:</b>				
0900	Total new obligations	0	0	0
<b>Budgetary Resources:</b>				
<b>Unobligated balance:</b>				
1000	Unobligated balance brought forward, Oct 1	4	9	9
1020	Adjustment of unobligated bal brought forward, Oct 1	5	0	0
1021	Recoveries of prior year unpaid obligations	0	0	0
1050	Unobligated balance (total)	9	9	9
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1101	Appropriation, (trust fund)	0	0	0
1137	Appropriations applied to liquidate contract authority	0	0	0
1160	Appropriation, discretionary (total)	0	0	0
<b>Contract authority, mandatory:</b>				
1620	Unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	0	0	0
Spending authority from offsetting collections, discretionary:				
1700	Collected	0	0	0
1701	Change in uncollected customer payments from federal sources	0	0	0
1750	Spending auth from offsetting collections, disc (total)	0	0	0
1900	Budget authority (total)	0	0	0
1930	Total budgetary resources available	9	9	9
<b>Memorandum (non-add) entries:</b>				
1941	Unexpired unobligated balance ,end of year	9	9	9
<b>Change in obligated balance:</b>				
<b>Obligated balance , start of year (net):</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	14	13	13
3001	Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010	Obligations incurred, unexpired accounts	0	0	0
3020	Outlays (gross)	-1	0	-11
Change in uncollected customer payments from Federal sources:				
3040	Recoveries of prior year unpaid obligations, unexpired	0	0	0
3050	Unpaid obligations, end of year	13	13	2
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
4000	Budget authority, gross	0	0	0
Outlays, gross:				
4010	Outlays from new discretionary authority	0	0	0
4011	Outlays from discretionary balances	1	0	11
4020	Total outlays, gross (disc)	1	0	11
Offsetting collections from:				
4030	Federal sources (disc)	0	0	0
4040	Offsetting against gross budget authority and outlays (disc)(total)	0	0	0
Additional offsets against gross budget authority only (disc):				
4050	Change in uncollected cust pymnts from federal sources (unexpired)(disc)	0	0	0
4060	Additional offsets against budget authority only (disc)(total)	0	0	0
4070	Budget authority, net (discretionary)	0	0	0
4080	Outlays net (discretionary)	1	0	11
<b>Mandatory:</b>				
4090	Budget authority, gross	0	0	0
4160	Budget authority, net (mandatory)	0	0	0
4180	Budget authority, net (total)	0	0	0
4190	Outlays net (total)	1	0	11

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

## CONTRACT AUTHORITY ESTIMATES

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

## CONTRACT AUTHORITY

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

<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

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

APPROPRIATION ESTIMATES	APPROPRIATION
1998..... 100,000,000	1998.....
1999..... 100,000,000	1999.....
2000..... 155,000,000 <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.....

<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**  
**(LIQUIDATION OF CONTRACT AUTHORIZATION)**  
**(LIMITATION ON OBLIGATIONS)**  
**(HIGHWAY TRUST FUND)**

No funding is requested for this account in FY 2018.

**Department of Transportation  
Federal Motor Safety Administration  
Motor Carrier Safety  
PROGRAM AND FINANCING**

(In thousands of dollars)

Identification code 69-17-8055		FY 2016 <u>Actual</u>	FY 2017 <u>Annualized CR</u>	FY 2018 <u>Request</u>
<b>Obligations by program activity:</b>				
0900	Total new obligations	0	0	0
<b>Budgetary Resources:</b>				
<b>Unobligated balance:</b>				
1000	Unobligated balance brought forward, Oct 1	3	3	3
1020	Adjustment of unobligated bal brought forward, Oct 1	0	0	0
1021	Recoveries of prior year unpaid obligations	0	0	0
1050	Unobligated balance (total)	3	3	3
<b>Budget authority:</b>				
<b>Appropriations, discretionary:</b>				
1160	Appropriation, discretionary (total)	0	0	0
<b>Contract authority, discretionary:</b>				
1521	Unobligated balance of contract authority permanently reduced	0	0	0
1540	Contract authority, discretionary (total)	0	0	0
<b>Contract authority, mandatory:</b>				
1621	Unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	0	0	0
<b>Spending authority from offsetting collections, discretionary:</b>				
1700	Collected	0	0	0
1701	Change in uncollected customer payments from federal sources	0	0	0
1750	Spending auth from offsetting collections, disc (total)	0	0	0
1900	Budget authority (total)	0	0	0
1930	Total budgetary resources available	3	3	3
<b>Memorandum (non-add) entries:</b>				
1941	Unexpired unobligated balance ,end of year	3	3	3
<b>Change in obligated balance:</b>				
<b>Unpaid obligations:</b>				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	1	1	1
3001	Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010	Obligations incurred, unexpired accounts			
3020	Outlays (gross)			
3040	Recoveries of prior year unpaid obligations, unexpired	0	0	0
3050	Unpaid obligations, end of year (gross)	1	1	1
3060	Uncollected pymts, Fed sources, end of year	0	0	0
3061	Adjustments to uncollected paymnts, Fed sources brought forward	0	0	0
3070	Change, uncoll cust payments, Fed srcs, unexp	0	0	0
3090	EOY: Uncoll cust. Payments from Fed. Srcs	0	0	0
<b>Memorandum (non-add entries)</b>				
3100	Obligated balance , start of year:	1	1	1
3200	Obligated balance , end of year:	1	1	1
<b>Budget authority and outlays, net:</b>				
<b>Discretionary:</b>				
4000	Budget authority, gross	0	0	0
4011	Outlays from discretionary balances	0	0	0
4020	Total outlays, gross (disc)	0	0	0
<b>Offsetting collections from:</b>				
4030	Federal sources (disc)	0	0	0
4040	Offsetting against gross budget authority and outlays (disc)(total)	0	0	0
<b>Additional offsets against gross budget authority only (disc):</b>				
4050	Change in uncollected cust pymnts from federal sources (unexpired)(disc)	0	0	0
4060	Additional offsets against budget authority only (disc)(total)	0	0	0
4070	Budget authority, net (discretionary)			
4080	Outlays net (discretionary)	0	0	0
<b>Mandatory:</b>				
4090	Budget authority, gross			
4160	Budget authority, net (mandatory)			
4180	Budget authority, net (total)	0	0	0
4190	Outlays net (total)	0	0	0



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

**CONTRACT AUTHORITY ESTIMATES**

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

**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.....	

<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  
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
2002.....139,007,000	2001 Rescission of Liquidating Cash ..... (202,827) <sup>2</sup>
	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.....

<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

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**  
**DEPARTMENT OF TRANSPORTATION**  
**BUDGET AUTHORITY**  
(in thousands of dollars)

	<b>FY 2016 Actual</b>	<b>FY 2017 Annualized CR</b>	<b>FY 2018 Request</b>	<b>FY 2018 Applied</b>	<b>FY 2018 Development</b>
<b>FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION</b>					
<b>Motor Carrier Safety</b>	12,036	11,668	11,866	8,341	544
<b>A. Produce Safe Drivers</b>	6,888	4,060	3,200	2,600	0
1. Produce Safe Drivers	3,774	3,810	2,600	2,600	0
2. Produce Safe Drivers (T)	3,113	250	600	NA	NA
<b>B. Improve Safety of Commercial Vehicles</b>	277	2,385	2,831	1,750	-
1. Improve Safety of Commercial Vehicles	0	1,225	1,750	1,750	0
2. Improve Safety of Commercial Vehicles (T)	277	1,160	1,081	NA	NA
<b>C. Produce Safer Carriers</b>	556	1,538	1,067	500	417
1. Produce Safer Carriers	556	905	917	500	417
2. Produce Safer Carriers (T)	0	633	150	NA	NA
<b>D. Advanced Safety Through Info-Based Initiatives</b>	1,150	500	1,150	0	0
1. Advanced Safety Through Info-Based Initiatives	98	0	0	0	0
2. Advanced Safety Through Info-Based Initiatives (T)	1,052	500	1,150	NA	NA
<b>E. Enable and Motivate Internal Excellence</b>	583	500	825	825	0
1. Enable and Motivate Internal Excellence	583	250	825	825	0
2. Enable and Motivate Internal Excellence (T)	0	250	-	NA	NA
<b>F. Administrative Expenses (GOE)</b>	2,582	2,685	2,793	2,666	127
<b>Subtotal, Research &amp; Development</b>	7,593	8,875	8,885	8,341	544
<b>Subtotal, Technology Investment (T)</b>	4,443	2,793	2,981	NA	NA
<b>Subtotal, Facilities (F)</b>	0	0	0	0	0
<b>Total FMCSA</b>	12,036	11,668	11,866	8,341	544
<b>R&amp;T Funding</b>	<b>9,454</b>	<b>8,983</b>	<b>9,073</b>		