



**U.S. Department
of Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2019

**FEDERAL MOTOR
CARRIER SAFETY
ADMINISTRATION**

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

**FISCAL YEAR 2019 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

TABLE OF CONTENTS

PAGE

SECTION 1: Overview

Federal Motor Carrier Safety Administration FY 2019 Budget Request Overview	1
Exhibit 1-A: FMCSA FTE Organization Chart	5
Exhibit 1-A: FMCSA FTP Organization Chart	6

SECTION 2: Budget Summary Tables

Exhibit II-1: FY 2019 Comparative Statement of New Budget Authority	7
Exhibit II-2: FY 2019 Total Budgetary Resources by Appropriation Account.....	8
Exhibit II-3: FY 2019 Budget Request by DOT Strategic and Organizational Goals.....	9
Exhibit II-4: FY 2019 Budget Authority	10
Exhibit II-5: FY 2019 Outlays	11
Exhibit II-6: Summary of Requested Funding Changes from Base Motor Carrier Safety Operations and Programs	12
Exhibit II-6: Summary of Requested Funding Changes from Base Motor Carrier Safety Grants	13
Exhibit II-7: Working Capital Fund.....	14
Exhibit II-8: Personnel Resource Summary – Total Full Time Equivalents	15
Exhibit II-9: Personnel Resource Summary – Full-Time Permanent Positions	16

SECTION 3: Budget Request by Appropriation Account

SECTION 3A: Motor Carrier Safety Operations and Programs

Legislative Proposal, Liquidation of Contract Authorization, Limitation on Obligations, Highway Trust Fund.....	17
Motor Carrier Safety Operations and Programs - Program and Financing	18
Motor Carrier Safety Operations and Programs Object Classification.....	19
Motor Carrier Safety Operations and Programs Liquidation of Contract Authority	21
Motor Carrier Safety Operations and Programs Limitation on Obligations.....	22
Exhibit III-1 Appropriations Summary by Program Activities	23
Detailed Justification for the Office of Administration (MC-A)	25
Detailed Justification for the Office of the Chief Financial Officer (MC-B)	31
Detailed Justification for the Office of Enforcement (MC-E)	35
Detailed Justification for the Office of Field Operations (MC-F)	41
Detailed Justification for the Office of Administration (MC-M)	47

**FISCAL YEAR 2019 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

TABLE OF CONTENTS

	<u>PAGE</u>
Detailed Justification for the Office of Policy (MC-P).....	53
Detailed Justification for the Office of the Chief Information Officer.....	59
Detailed Justification for the Office of Research, Technology & Registration (MC-R)	65
 SECTION 3B: Motor Carrier Safety Grants	
Legislative Proposal, Liquidation of Contract Authorization, Limitation on Obligations, Highway Trust Fund.....	71
Motor Carrier Safety Grants Program and Financing.....	72
Motor Carrier Safety Grants Object Classification.....	73
Motor Carrier Safety Grants Liquidation of Contract Authority	75
Motor Carrier Safety Grants Limitation on Obligations.....	76
Exhibit III-1 Appropriation Summary by Program Activities.....	77
Detailed Justification for the Motor Carrier Safety Grants Program.....	79
 SECTION 3C: National Motor Carrier Safety Program	
Legislative Proposal, Liquidation of Contract Authorization, Limitation on Obligations, Highway Trust Fund.....	89
Motor Carrier Safety Program and Financing	90
Motor Carrier Safety Liquidation of Contract Authority.....	91
Motor Carrier Safety Limitation on Obligations	92
 SECTION 3D: Motor Carrier Safety Program	
Legislative Proposal, Liquidation of Contract Authorization, Limitation on Obligations, Highway Trust Fund.....	93
National Motor Carrier Safety Program - Program and Financing.....	94
National Motor Carrier Safety Program Liquidation of Contract Authority	95
National Motor Carrier Safety Program Limitation on Obligations.....	96
 SECTION 4: Research, Development and Technology Exhibits	
Research, Development and Technology: Budget Authority	97

1ST TAB

SECTION 1: Overview

Section 1 - Overview

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION FISCAL YEAR 2019 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) requests \$665.80 million for fiscal year (FY) 2019 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.

In FY 2019 this request for \$665.80 million will finance crucial components of FMCSA's future vision to move definitively from a focus on federal delivery towards federal support of State programs aimed to improve commercial motor vehicle safety. Data is the critical commodity FMCSA brings to the safety mission, and the foundation that drives all of FMCSA's safety and regulatory programs and grants. FMCSA will transform its approach to improve data quality; better understand data uses; support the best platforms to transmit, share, store, and secure data; and improve data integrity. This aligns FMCSA with the Department of Transportation's key priorities: safety, infrastructure, innovation, and regulatory reform for the American public:

- Motor Carrier Safety Operations and Programs: \$284 million;
- Motor Carrier Safety Grants: \$381.80 million; and

This budget builds upon the authorization levels established in the Fixing America's Surface Transportation Act of 2015 (FAST Act). FY 2019 will be a year to align FMCSA's objectives with the Department's new strategic plan and define implementation plans. FMCSA leads the way in the collection and use of data to drive substantive improvements in safety, while collaborating with stakeholders and industry to support economic growth.

Motor Carrier Safety Operations and Programs

The requested \$284 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 carriers to register with the agency so they can deliver America's freight and passengers to keep our Nation's economy growing. 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 continue 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 moving companies. FMCSA's regulatory adjudications operation works to ensure drivers and carriers have accurate system records and are free to operate within a reasonable regulatory framework.

Research on highly automated commercial vehicles and reviews of industry pilot deployments will promote the safe introduction of this technology on our Nation's roadways. FMCSA will also examine the impact of automated technology on commercial drivers and others across the industry.

To improve the quality of Federal mission support, FMCSA will collaborate with the Department to identify opportunities to improve operational efficiencies through shared services. In FY 2018, FMCSA has found best options regarding support platforms for functions such as information technology and procurement and develop implementation plans for FY 2019.

We will also focus on our field operations, reengineering our workforce to support a transition from Federal program delivery towards Federal support of State run programs. Workforce planning and risk management for this transition will be integrated into our decision-making as we move forward.

Motor Carrier Safety Grants

The \$381.80 million FMCSA is requesting for FY 2019 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.

In FY 2019 FMCSA will collect performance data on the improved effectiveness of our consolidated grants programs to use those lessons learned to continue the improvement cycle. Along with our own workforce planning and with an eye towards FMCSA's role as oversight and a data broker we will focus our grant objectives to support the States' implementation of improved safety programs based on quality data delivered in a secure and immediate manner.

Implementing the FAST Act

FMCSA recognizes the importance of partners and stakeholders in implementing the FAST Act. Since the FAST Act enactment in December 2015, FMCSA has established working groups and expert advisory committees 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 actions, including:

- Implementation 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;
- Protection of household goods consumer protection rights.

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

- Implementing an action plan based on the findings from the National Academy of Sciences Correlation Study of the methodology used in our compliance, safety, and accountability (CSA) program; and
- Consistent with the recommendations of the Post-Accident Review Advisory Committee established by the FAST Act, initiate an expansion of crash data collection to incorporate essential Model Minimum Uniform Crash Criteria (MMUCC) data elements to enable more in-depth analysis of crashes and associated factors in modeling crash predictability.

FMCSA is confident this budget proposal contains the operational and grant resources needed to enhance 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.

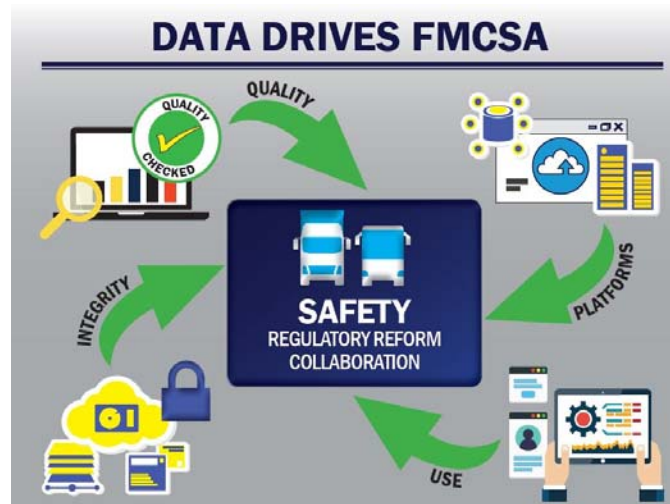
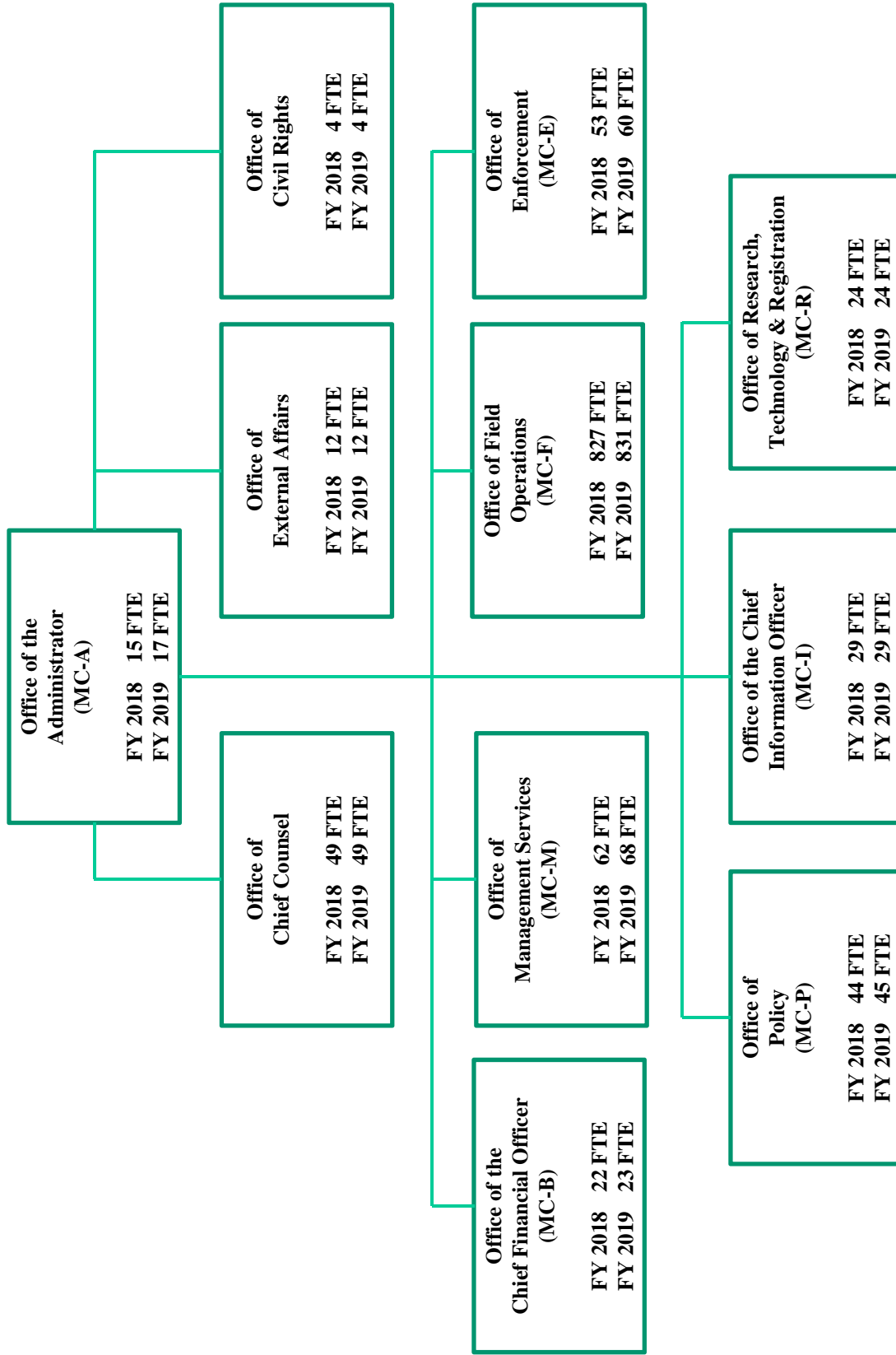


Exhibit I-A

Federal Motor Carrier Safety Administration

FTE Organization Chart



Total FY 2018 Estimate: 1,141 FTE

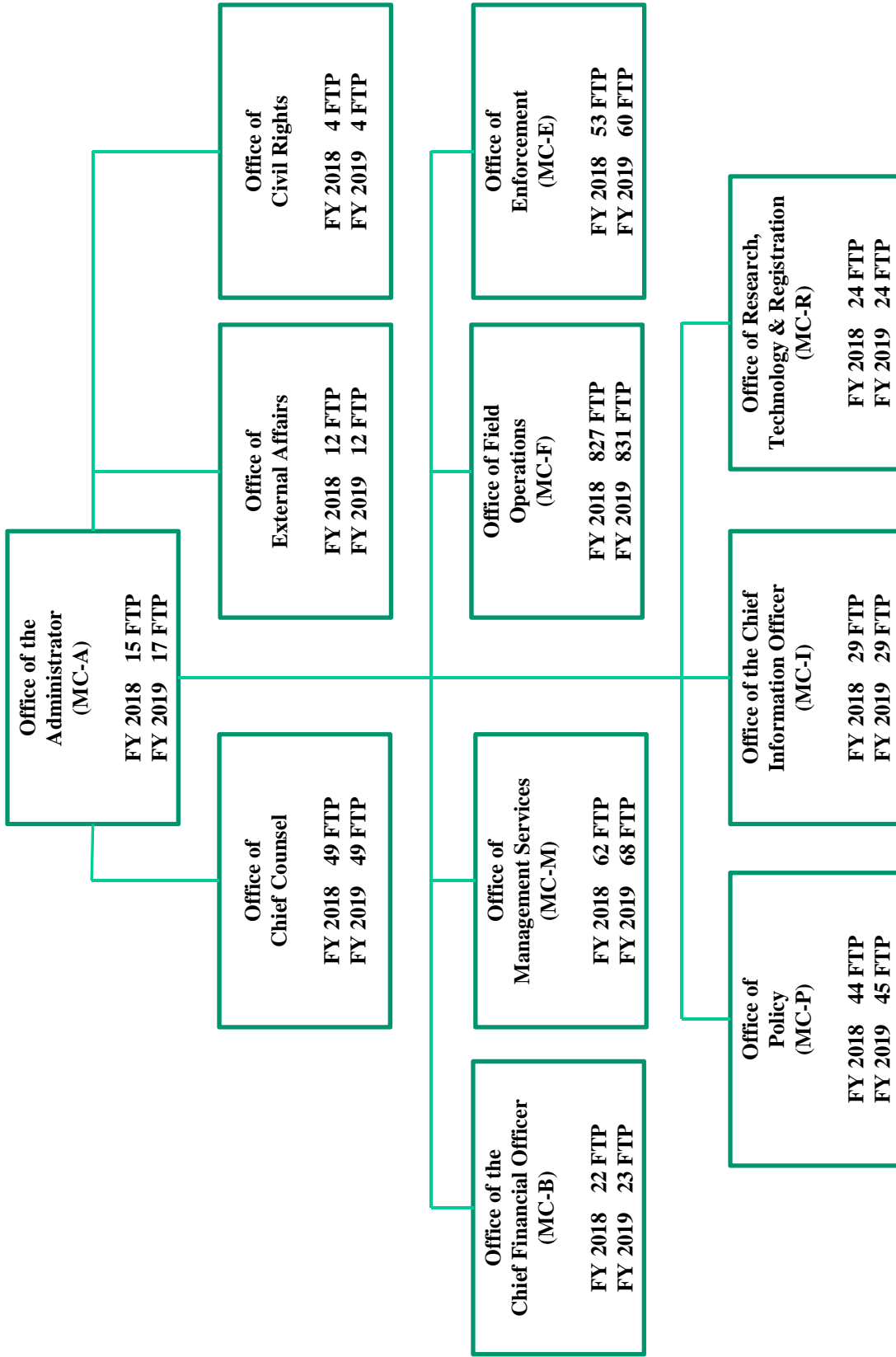
Total FY 2019 Request: 1,162 FTE*

*FTE program increase is due to a shift from L & I to Direct Funding in FY 2019

Exhibit I-A

Federal Motor Carrier Safety Administration

FTP Organization Chart



Total FY 2018 Estimate: 1,141 FTP

Total FY 2019 Request: 1,162 FTP*

*FTP program increase is due to a shift from L & I to Direct Funding in FY 2019

2nd TAB

SECTION 2: Budget Summary Tables

EXHIBIT II-1

**FY 2019 Comparative Statement of New Budget Authority
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

<u>ACCOUNT NAME</u>	<u>FY 2017 ACTUAL</u>	<u>FY 2018 Annualized CR</u>	<u>FY 2019 REQUEST</u>
Motor Carrier Safety Operations and Programs			
(Transportation Trust Fund Highway Account)			
Contract Authority (subject to limitation)	\$ 277,200	\$ 283,000	\$ 284,000
Liquidation on Obligation	\$ (277,200)	\$ (275,318)	\$ (284,000)
Rescission			
Motor Carrier Safety Grants			
(Transportation Trust Fund Highway Account)			
Contract Authority (subject to limitation)	\$ 367,000	\$ 374,800	\$ 381,800
Liquidation on Obligation	\$ (367,000)	\$ (364,508)	\$ (381,800)
TOTAL LIQUIDATION OF CONTRACT AUTHORITY	<u>\$ 644,200</u>	<u>\$ 657,800</u>	<u>\$ 665,800</u>
TOTAL LIMITATION ON OBLIGATIONS	<u>\$ (644,200)</u>	<u>\$ (639,826)</u>	<u>\$ (665,800)</u>
Appropriations			
Rescissions			

EXHIBIT II-2

**FY 2019 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
Federal Motor Carrier Safety Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

ACCOUNT NAME	(A) FY 2017 ACTUAL	(B) FY 2018 Annualized CR	(F) FY2019 REQUEST
Motor Carrier Safety Operations and Programs	\$ 277,200	\$ 275,318	\$ 284,000
Operating Expenses	\$ 268,020	\$ 266,200	\$ 240,103
Research and Technology	\$ 9,180	\$ 9,118	\$ 4,473
Autonomous Vehicle	\$ -	\$ -	\$ 4,600
Information Management	\$ -	\$ -	\$ 34,824
 Motor Carrier Safety Grants	 \$ 367,000	 \$ 364,508	 \$ 381,800
Motor Carrier Safety Assistance Program (MCSAP)	\$ 292,600	\$ 290,613	\$ 304,300
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 1,000	\$ 993	\$ 1,000
High Priority Activities Program (HPAP)	\$ 42,200	\$ 41,913	\$ 44,000
Commercial Drivers' License (CDL) Program Implementation Program	\$ 31,200	\$ 30,988	\$ 32,500
 TOTAL:	 <u>\$ 644,200</u>	 <u>\$ 639,826</u>	 <u>\$ 665,800</u>

EXHIBIT II-3
FY2019 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
Appropriations, Obligation Limitation, and Exempt Obligations
Federal Motor Carrier Safety Administration
(\$000)

	Safety	Infrastructure	Innovation	Accountability	Total
Motor Carrier Safety Operations and Programs	\$198,125	\$ -	\$ 2,454	\$ 83,421	\$284,000
Operating Expenses	\$177,254		\$ 818	\$ 62,031	
Research and Technology	\$ 3,973			\$ 500	
Autonomous Vehicle	\$ 2,964		\$ 1,636		
Information Management	\$ 13,934			\$ 20,890	
Motor Carrier Safety Grants	\$356,800	\$ -	\$ 25,000	\$ -	\$381,800
Motor Carrier Safety Assistance Program (MCSAP)	\$304,300				
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 1,000				
High Priority Activities Program (HPAP)	\$ 24,000		\$ 20,000		
Commercial Drivers' License (CDL) Program Implementation Program	\$ 27,500		\$ 5,000		
TOTAL FY 2019 Request	\$554,925	\$ -	\$ 27,454	\$ 83,421	\$665,800

EXHIBIT II-4

**FY 2019 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

ACCOUNT NAME	M / D	(A)	(B)	(F)
		FY 2017 ACTUAL	FY 2018 Annualized CR	FY 2019 REQUEST
Motor Carrier Safety Operations and Programs	M	\$ 277,200	\$ 283,000	\$ 284,000
Operating Expenses		\$ 268,020	\$ 239,103	\$ 240,103
Research and Technology		\$ 9,180	\$ 9,073	\$ 4,473
Autonomous Vehicle		\$ -	\$ -	\$ 4,600
Information Management		\$ -	\$ 34,824	\$ 34,824
Motor Carrier Safety Grants	M	\$ 367,000	\$ 374,800	\$ 381,800
Motor Carrier Safety Assistance Program (MCSAP)		\$ 292,600	\$ 298,900	\$ 304,300
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 1,000	\$ 1,000	\$ 1,000
High Priority Activities Program (HPAP)		\$ 42,200	\$ 43,100	\$ 44,000
Commercial Drivers' License (CDL) Program Implementation Program		\$ 31,200	\$ 31,800	\$ 32,500
TOTAL:		\$ 644,200	\$ 657,800	\$ 665,800
[Mandatory]		\$ 644,200	\$ 657,800	\$ 665,800
[Discretionary]				

EXHIBIT II-5

**FY 2019 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

	(A)	(B)	(C)
	FY 2017	FY 2018	FY 2019
M / D	ACTUALS	Annualized CR	REQUEST
Motor Carrier Safety	D \$ -	\$ -	\$ -
National Motor Carrier Safety Program	D \$ 7,584	\$ 4,116	\$ -
Motor Carrier Safety Operations and Programs	D \$ 277,200	\$ 268,000	\$ 293,085
Motor Carrier Safety Grants	D \$ 277,402	\$ 335,999	\$ 373,258
TOTAL:	\$ 562,186	\$ 608,115	\$ 666,343
[Mandatory]			
[Discretionary]	\$ 562,186	\$ 608,115	\$ 666,343

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 2019 Baseline Estimate	Program Increases/ Decreases	FY 2019 Request
	FY 2017 Actual	FY 2018 Annualized CR	Annualization of 2018 Pay Raises	Annualization of 2018 FTE	2019 Pay Raises (261 days)	One Additional Compensable Days	WCF Increase/ Decrease			
PERSONNEL RESOURCES (FTE)										
Direct FTE	1,136	1,141					0			0
Other FTE (Offsetting Collection)	25	61					1,141	21*		1,162
Total FTE	1,161	1,202					61	-21		40
							1,202	0		1202
FINANCIAL RESOURCES										
ADMINISTRATIVE EXPENSES										
Salaries and Benefits	\$141,965	\$141,001	\$670		\$542		\$1,410	\$2,109		\$145,732
Travel	\$8,858	\$8,798					\$88	\$62		\$8,948
Transportation	\$138	\$137					\$1	\$3		\$141
GSA Rent	\$20,177	\$20,040					\$200	\$1,708		\$21,948
Communications, & Utilities	\$1,874	\$1,861					\$19	(\$205)		\$1,675
Printing	\$503	\$500					\$5	\$2		\$507
Contracts	\$80,005	\$79,462					\$795	(\$35,951)		\$44,306
Other Services:										
- WCF	\$13,027	\$12,939					\$129	\$1,000		\$15,357
Supplies	\$661	\$657					\$7	\$5		\$669
Equipment	\$812	\$806					\$8	\$7		\$821
Admin Subtotal	\$268,020	\$266,200	\$670	\$0	\$542	\$0	\$2,662	(\$30,971)	\$271,074	\$240,103
PROGRAMS										
Research and Technology	\$9,180	\$9,118					\$91	(\$4,736)		\$4,473
Autonomous Vehicle	\$0	\$0					\$0	\$4,600		\$4,600
Information Management	\$0	\$0					\$0	\$34,824		\$34,824
Programs Subtotal	\$9,180	\$9,118	\$0	\$0	\$0	\$0	\$91	\$34,688	\$9,209	\$43,897
TOTAL	\$277,200	\$275,318	\$670	\$0	\$542	\$0	\$2,753	\$3,717	\$280,283	\$284,000

*FTE program increase is due to a shift from L & I to Direct Funding in FY 2019

EXHIBIT II-6
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2017 Actual	FY 2018 Annualized CR	Annualization of 2018 Pay Raises	Annualization of 2018 FTE	Baseline Changes			FY 2019 Baseline Estimate	Program Increases/Decreases	FY 2019 Request
					2018 Pay Raises	2019 Pay Raises	2019 Pay Raises Days (261 days)			
Motor Carrier Safety Grants										
69-X-8158										
PERSONNEL RESOURCES (FTE)										
Direct FTE								0		0
								0		0
GRANT PROGRAMS										
Motor Carrier Safety Grants										
Motor Carrier Safety Assistance Program (MCSAP)	\$297,600	\$290,613						\$290,613	\$13,687.00	\$304,300
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,000	\$993						\$993	\$7.00	\$1,000
High Priority Activities Program (HPAP)	\$42,200	\$41,913						\$41,914	\$2,086.00	\$44,000
Commercial Drivers' License (CDL) Program Implementation Program	\$31,200	\$30,988						\$30,988	\$1,512.00	\$32,500
Subtotal	\$367,000	\$364,508	\$0	\$0	\$0	\$0	\$0	\$364,508	\$17,292.00	\$381,800
TOTAL	\$367,000	\$364,508	\$0	\$0	\$0	\$0	\$0	\$364,508	\$17,292.00	\$381,800

EXHIBIT II-7
WORKING CAPITAL FUND
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	<u>FY 2017</u> <u>ACTUAL</u>	<u>FY 2018</u> <u>Annualized CR</u>	<u>FY 2019</u> <u>REQUEST</u>
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 13,027	\$ 12,939	\$ 15,357
TOTAL	<u>\$ 13,027</u>	<u>\$ 12,939</u>	<u>\$ 15,357</u>

**EXHIBIT II-8
 FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
 PERSONNEL RESOURCE -- SUMMARY
 TOTAL FULL-TIME EQUIVALENTS**

	<u>FY 2017 ACTUAL</u>	<u>FY 2018 Annualized</u>	<u>FY 2019 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,136	1,141	1,162
SUBTOTAL, DIRECT FUNDED	<u>1,136</u>	<u>1,141</u>	<u>1,162</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct L & I Fee Collection	25	61	40
SUBTOTAL, OTHER	<u>25</u>	<u>61</u>	<u>40</u>
TOTAL FTEs	<u><u>1,161</u></u>	<u><u>1,202</u></u>	<u><u>1,202</u></u>

EXHIBIT II-9
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS

	<u>FY 2017 ACTUAL</u>	<u>FY 2018 Annualized CR</u>	<u>FY 2019 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,139	1,141	1,162
SUBTOTAL, DIRECT FUNDED	<u>1,139</u>	<u>1,141</u>	<u>1,162</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct L & I Fee Collection	25	61	40
SUBTOTAL, OTHER	<u>25</u>	<u>61</u>	<u>40</u>
TOTAL POSITIONS	<u>1,164</u>	<u>1,202</u>	<u>1,202</u>

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

3RD TAB

SECTION 3: Budget Request by Appropriation Account

4TH TAB

Section 3A: Motor Carrier Safety Operations and Programs

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act, \$284,000,000, 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 \$284,000,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2019, of which \$9,073,000, to remain available for obligation until September 30, 2021, is for the research and technology program, and of which \$34,824,000, to remain available for obligation until September 30, 2021, is for information management.

Note.—A full-year 2018 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2018 (Division D of P.L. 115–56, as amended). The amounts included for 2018 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 2017	FY 2018	FY 2019
		<u>Actual</u>	<u>Annualized CR</u>	<u>Request</u>
Obligations by program activity:				
0001	Operating Expenses	267,981	231,103	240,103
0002	Research and Technology	10,735	9,073	9,073
0003	Information Management	3,251	34,824	34,824
0007	License & Insurance (offsetting collections)	23,240	20,000	20,000
0008	Outreach and Education	0	0	0
0009	Commercial Motor Vehicle (CMV) Operating Grants	0	0	0
0010	Hours of Service Study			
0011	Enforcement and Investigation Activities (CIP, ENRG, SFD)			
0012	CMV Additional			
0100	Subtotal, direct program	<u>305,207</u>	<u>295,000</u>	<u>304,000</u>
0799	Total, direct obligations	305,207	295,000	304,000
0801	Reimbursable Fund	46		
0900	Total new obligations	<u>305,253</u>	<u>295,000</u>	<u>304,000</u>
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	25,080	26,760	35,760
1020	Adjustment of unobligated bal brought forward, Oct 1	0	0	0
1021	Recoveries of prior year unpaid obligations	7,634	0	0
1033	Recoveries of prior year paid obligations	<u>68</u>	<u>0</u>	<u>0</u>
1032	Recoveries temporarily unavailable			
1050	Unobligated balance (total)	32,782	26,760	35,760
Budget authority:				
Appropriations, discretionary:				
1102	Appropriation, (trust fund)	277,200	275,000	284,000
1137	Appropriations applied to liquidate contract authority	<u>-277,200</u>	<u>-275,000</u>	<u>-284,000</u>
1160	Appropriation, discretionary (total)	0	0	0
Contract authority, discretionary:				
1521	Unobligated balance of contract authority permanently reduced	0	0	0
1540	Contract authority, discretionary (total)	<u>0</u>	<u>0</u>	<u>0</u>
Contract authority, mandatory:				
1600	Contract authority	277,200	283,000	284,000
1621	Unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	<u>277,200</u>	<u>283,000</u>	<u>284,000</u>
Spending authority from offsetting collections, discretionary:				
1700	Collected	22,031	21,000	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)	<u>22,031</u>	<u>21,000</u>	<u>20,000</u>
1900	Budget authority (total)	299,231	304,000	304,000
1910	Total budgetary resources available	332,013	330,760	339,760
Memorandum (non-add) entries:				
2490	Unexpired unobligated balance, end of year	26,760	35,760	35,760
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	93,790	92,173	98,173
3001	Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010	Obligations incurred, unexpired accounts	305,253	295,000	304,000
3020	Outlays (gross)	<u>-299,236</u>	<u>-289,000</u>	<u>-313,085</u>
Change in uncollected customer payments from Federal sources:				
3040	Recoveries of prior year unpaid obligations, unexpired	<u>-7,634</u>	<u>0</u>	<u>0</u>
3050	Unpaid obligations, end of year	92,173	98,173	89,088
Memorandum (non-add) entries:				
3100	<i>Obligated balance, start of year</i>	93,790	98,173	89,088
3200	<i>Obligated balance, end of year</i>	92,173	98,173	89,088
Budget authority and outlays, net:				
Discretionary:				
4000	Disc: Budget authority, gross	22,031	21,000	20,000
Outlays, gross:				
4010	Disc: Outlays from new discretionary authority	231,766	206,250	213,000
4011	Disc: Outlays from discretionary balances	<u>67,470</u>	<u>82,750</u>	<u>100,085</u>
4020	Total Disc: outlays, gross	299,236	289,000	313,085
Offsetting collections from:				
4030	Federal sources (Disc)	-42	0	0
4033	Non_Federal sources (Disc)	-67		
4034	Offsetting government collections (from non-Federal sources)	<u>-22,057</u>	<u>-21,000</u>	<u>-20,000</u>
4040	Offsetting against gross budget authority and outlays (disc)(total)	-22,099	-21,000	-20,000
Additional offsets against gross budget authority only (disc):				
4050	Change in uncollected cust pymnts from federal sources (unexpired)(disc)	68	0	0
4060	Additional offsets against budget authority only (disc)(total)	<u>68</u>	<u>0</u>	<u>0</u>
4070	Budget authority, net (discretionary)	0	0	0
4080	Outlays net (discretionary)	277,137	268,000	293,085
Mandatory:				
4090	Budget authority, gross	277,200	283,000	284,000
4160	Budget authority, net (mandatory)	277,200	283,000	284,000
4180	Budget authority, net (total)	277,200	283,000	284,000
4190	Outlays net (total)	277,137	268,000	293,085

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS - 8159
OBJECT CLASS SCHEDULE - FY2019
(\$000)

		FY2017	FY2018	FY2019
		Actual	Annualized CR	Request
Direct Obligations				
Personnel Compensation				
Full-time permanent	11	\$105,531	\$104,814	\$108,331
Civilian personnel benefits	12	\$36,434	\$36,187	\$37,401
Total Personnel Expenses		\$141,965	\$141,001	\$145,732
Other Obligations				
Travel and Transportation of Persons	21	\$8,858	\$8,798	\$8,948
Transportation of things	22	\$138	\$137	\$141
Communications, utilities, and miscellaneous charges	23	\$22,051	\$21,901	\$23,623
Printing and reproduction	24	\$503	\$500	\$507
Other services (Contracts and Agreements)	25	\$102,212	\$101,518	\$103,559
Supplies and materials	26	\$661	\$657	\$669
Equipment	31	\$812	\$806	\$821
Subtotal, Other Obligations		\$135,235	\$134,317	\$138,268
Total Direct Obligations		\$277,200	\$275,318	\$284,000

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

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

² Rescission of prior year carryover

³ Enacted rescission of prior year carryover P.L. 111-8

**MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

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

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

² Enacted increase in Obligation Limitation to use prior year carryover contract authority

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

⁴ Continuing Resolution Annualized P.L. 112-175

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

⁶ Unobligated Balance carryover P.L. 113-235

⁷ Continuing Resolution Annualized P.L. 114-254

⁸ Continuing Resolution Annualized P.L. 115-96

EXHIBIT III-1

Motor Carrier Safety Operations and Program (69-X-8159)
Federal Motor Carrier Safety Administration
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2017	FY 2018	FY 2019
	ACTUAL	Annualized CR	REQUEST
Operating Expenses	\$ 268,020	\$ 266,200	\$ 240,103
Research and Technology	\$ 9,180	\$ 9,118	\$ 4,473
Autonomous Vehicle	\$ -	\$ -	\$ 4,600
Information Management	\$ -	\$ -	\$ 34,824
TOTAL	<u>\$ 277,200</u>	<u>\$ 275,318</u>	<u>\$ 284,000</u>
FTEs			
Direct Funded	1,136	1,141	1,162
Direct L & I Fee Collection	25	61	40

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 Nation-wide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMSCA Regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology with a focus on research regarding highly automated vehicles and related technology, and information technology's information management. The 2019 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 State partners

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

FY 2019 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$9,748	\$9,886	\$10,284
Program Costs	\$6,635	\$6,590	\$11,480
Total	\$16,383	\$16,476	\$21,764
FTE	78	80	82

FTE increase is a shift of current FTEs from L & I to Direct Funding in FY 2019.

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

FMCSA requests \$21.76 million and 82 FTE to fund the Office of the Administrator (MC-A) in FY 2019. MC-A provides executive direction for the FMCSA headquarters and field offices 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. 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, Office of Civil Rights, Office of Chief Counsel, and Office of External Affairs, 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.

Oversight of the agency's implementation of the FAST Act will continue in FY 2019. 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 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. In FY 2019 the continued oversight of activity to support FAST Act in MC-A accounts for the addition of nearly \$5 million in program costs funding within MC-A. These FAST Act funds will be moved to program offices during the year of execution. In addition, FMCSA is pursuing a Voluntary Early Retirement Authority and Voluntary Separation Incentive Payments (VERA/VSIP) authorization from the Office of Personnel Management to realign agency personnel resources towards mission critical activities. This effort will seek to right size business units within the agency as well as reduce personnel compensation and benefits costs. FMCSA believes this effort will result in potentially reducing average per person compensation and benefits costs in FY 2019 allowing FMCSA to reinvest in a wide range of mission focused positions nation-wide.

Program integration activities within the office of the Administrator provides secretariat-level support to the FMCSA Steering Group made up of senior leaders setting the course of research, regulations, programmatic objectives and milestones. Program integration works across the agency to ensure success in key focus areas of: enabling new technology; increasing safety and efficiency; and determining the next generation of transportation professionals. In coordination with the Department, NHTSA, and other modal administrations, FMCSA collaborates with key stakeholders and develops plans to review policies and regulations that would be impacted by potential changes. Similarly, FMCSA participation in other Departmental initiatives to advance safety, technology, or efficiencies will require FAST Act resourcing.

Office of Civil Rights

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 (EEO) 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 must 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 programs, policies and activities in an inclusive and non-discriminatory manner. Compliance with 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 Genetic Information Nondiscrimination Act of 2008; the Equal Pay Act of 1963; the Notification and Federal Employee Antidiscrimination and Retaliation Act of 2002 (No FEAR Act); and, the Age Discrimination in Employment Act of 1967 all impact FMCSA's safety mission.

In FY 2019, the Office of Civil Rights will maintain efforts to coordinate with the Grants Management Office to review the Notice of Funding Opportunity 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

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 civil penalty claims for 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 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.

In FY 2019, 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 funding is expended in accordance with congressional intent and that there was no waste, fraud, or abuse of Federal funding, conducting approximately 1,200 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 2019 efforts will focus on eliminating unnecessary or redundant regulations, consolidating duplicative provisions, and updating and streamlining guidance to simplify compliance for regulated entities.

By prioritizing requirements and working for efficiencies, the Office of Chief Counsel is developing an adjudications and enforcement case management system from within current resources, to provide motor carriers an electronic means for filing pleadings in all administrative enforcement proceedings before the Assistant Administrator. This innovative new system will enable the agency to manage workflow and generate data more efficiently, and to streamline internal processes for issuing decisions in enforcement proceedings. The Office is partnering with the Office of Enforcement to tie into existing FMCSA data bases, and is also leveraging the technical expertise of the Volpe Center to develop the software more efficiently. The agency plans to publish proposed changes to its Rules of Practice, which will further streamline enforcement and adjudication processes by increasing the use of informal hearings. Finally, the Office of Chief Counsel will reduce Federal staff time and the risk of judicial sanctions through the purchase and use of modern litigation software to respond to discovery and Freedom of Information Act (FOIA) requests.

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. The consumer moving fraud prevention outreach campaign, "Protect Your Move" website will continue to educate the public about illegal business practices by dishonest moving companies and brokers, and educate them on resources to protect themselves from and deceitful activities. Outreach to travel planners will increase through the "[Look Before You Book](#)" campaign and direct these businesses to the website and mobile app to promote motorcoach safety. The Office of Outreach and Education will help FMCSA strengthen its position as a champion of CMV safety by continuing its partnership with industry and safety groups and educating the public about driving safely around commercial motor vehicles.

In FY 2019, 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 starting in FY 2018. 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.

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

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 Office of the Administrator, provides strategic program management support for the entire agency, coordinating with senior leadership to maintain a proactive mission-centric organization. With a special focus on complex programs that require integration across program offices; key focus areas include the initiation, planning, implementation, execution and monitoring of business objectives; management of project portfolios; and keeping stakeholders informed and engaged. This enables FMCSA to prioritize and manage to goal/metric completion, projects and resources that support the agency in fulfilling its mission efficiently and effectively. The public benefits from program management and quality management systems employed at FMCSA via increased bandwidth to meet the increased safety mission by continuous use and maintenance of Nationally standardized processes and procedures.

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 formal 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. The consumer moving fraud prevention outreach campaign, "[Protect Your Move](#)" website will continue to educate the public about illegal business practices by dishonest moving companies and brokers, and educate them on resources to protect themselves from deceitful activities. Outreach to travel planners will increase through the "[Look Before You Book](#)" campaign and direct these businesses to the website and mobile app to promote motorcoach safety. The Office of Outreach and Education will help FMCSA strengthen its position as a champion of CMV safety by continuing its partnership with industry and safety groups and educating the public about driving safely around commercial motor vehicles.

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

**FY 2019 – General Operating Expenses – Budget Request
(\$000)**

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$2,749	\$2,719	\$2,885
Program Costs	\$7,091	\$7,043	\$7,607
Total	\$9,840	\$9,762	\$10,492
FTE	22	22	23

FTE increase is a shift of current FTEs from L & I to Direct Funding in FY 2019.

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

FMCSA requests \$10.49 million and 23 FTE to fund the Office of the Chief Financial Officer (OCFO) in FY 2019. 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.

Beginning in FY 2018 and into FY 2019 the OCFO is leading the FMCSA efforts to establish a Leadership Resource Council (LRC) to proffer program and support areas from across FMCSA for improved efficiency. In FY 2019 the LRC will focus on mission support activities that may be shifted to shared services either internal to DOT or across government. While funding will still be required for many of these services there may be larger Departmental savings or FMCSA personnel that can be freed from mission support to move to mission functions. Well trained and certified financial and grant personnel are critical to improving FMCSA's business processes and therefore the OCFO is dedicating an estimated \$50 thousand for training and certification. This investment in people will directly respond to previous GAO and internal audit findings. The training began in the final quarter of FY 2017 into FY 2018 for key headquarters and field office personnel, moving to other field and State personnel in FY 2019 and re-certification as needed. 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 while constraining resources. The OCFO increases its collaboration with the Office of the Secretary to fully participate in the following initiatives: annual analysis of open grants for review and closure as required by the Grants Oversight & New Efficiency (GONE) Act; Digital Accountability and Transparency 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. 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.

The OCFO makes financial data widely available and provides user-friendly tools for visualization. The capabilities of the Resource Management Tool (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 2019 development for RMT increases the OCFO budget by approximately \$500 thousand to complete key data tabs for: Accounts Receivable, Budget (spend plan and purchase request tracking) as well as human capital. In addition, prior year data will be added to the tool to allow for multi-year trend analysis. This tool supports data-driven decision making across the agency, and will be a key input to the LRC to 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 for financial reporting activities, 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 and customer assistance that is the heart of OCFO operations putting resources to work in service to the agency and the public we serve.

Over half of the overall FMCSA funding directly supports States and FMCSA safety partners through grant programs. 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 Nation-wide. The grants program is of the highest priority of FMCSA and requires continued focus on employee expertise, 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 2019 the annual audit plan increases travel funding to \$40 thousand to meet the increasing demands of site visits to field office locations. OIA 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 and why is this program necessary?

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 and efforts to find areas for resource review 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.

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

**FY 2019 – General Operating Expenses – Budget Request
(\$000)**

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$6,623	\$6,550	\$7,525
Program Costs	\$12,289	\$12,206	\$5,040
Total	\$18,912	\$18,755	\$12,565
FTE	53	53	60

FTE increase is a shift of current FTEs from L & I to Direct Funding in FY 2019.

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

FMCSA requests \$12.57 million and 60 FTE for the Office of Enforcement (MC-E) in FY 2019. MC-E executes the agency’s safety mission through delivery of enforcement and compliance policies and programs on over 4 million Commercial Driver’s License (CDL) holders, and more than 525,000 property and passenger motor carriers, brokers, freight forwarders, and intermodal equipment providers. Through focused programs, the Office of Enforcement improves passenger carrier safety, increases the safe transportation of hazardous materials, provides consumer protection, and ensures the compliance of foreign motor carriers. Through partnerships, as well as oversight and monitoring of the agency’s safety grants, the Office of Enforcement works with over 11,000 State law enforcement officers to stop unsafe vehicles, drivers and companies from operating on the nation’s roadways.

Commercial Driver’s License Programs

MC-E leads the development and implementation of regulations, policies, projects and programs to ensure that drivers of CMVs have the correct training, medical certifications, and testing. In FY 2019, FMCSA will continue working with the State Driver’s Licensing Agencies to ensure that the States are prepared to accept training information on the driver history records, as required by the Entry Level Driver Training final rule published in December 2016. By ensuring that new drivers have adequate training before receiving a CDL, drivers will operate more safely and crashes will be reduced.

In addition, FMCSA will continue assisting the States to improve the safety and compliance of their CDL programs through grants, program reviews, and partnership efforts. This CDL compliance review program is essential to ensure that the CDL testing and issuance standards across the States are uniform and in compliance with the Federal standards established to ensure that only safe, qualified drivers receive a CDL. In addition, in FY 2019, the agency will continue its work with the Department of Defense and the Veterans Administration to identify and implement additional 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. FY 2019 is year three of the three-year FAST Act required pilot program for under 21-year-old military drivers and the implementation of the Military CDL waiver regulations.

Grants Program Management

MC-E is responsible for establishing the funding priorities and evaluation criteria for the Motor Carrier Safety Assistance Program (MCSAP) grant, which provides significant financial support for the States' and U.S. territories' commercial vehicle safety enforcement programs. The MCSAP program funds State law enforcement for the inspections of commercial vehicles and drivers, and other interventions and enforcement to remove unsafe companies, drivers and vehicles from the roadways. Under the FAST Act, the MCSAP formula grant program supports new entrant safety audits and border enforcement activities, and the High Priority 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 grants, which prioritize funding for training members of the military to become commercial truck drivers, and the CDL Program Improvement 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 not only 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 but also support FMCSA's strategic objectives to improve the safety of our roads while collecting data to constantly improve how we address safety.

In FY 2019, the Office of Enforcement will be working to implement changes required by the FAST Act related to updating the MCSAP 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

MC-E's enforcement and compliance programs are the agency's primary tools for identifying and intervening with high-risk motor carriers. 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. In addressing recommendations received in the National Academy of Sciences Correlation Study regarding FMCSA's Safety Measurement System, the agency initiated a new modeling approach to improve its high-risk carrier identification process. This would allow FMCSA and State investigatory resources to not only address high-risk carriers sooner, but direct resources at moderate risk carriers as well.

There is no decrease in support of MC-E activities as the Information Management (IM) funding for enforcement systems, beginning in FY 2019, is captured under the Chief Information Officer's narrative for all of IM activities.

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

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. Through annual reviews of the State CDL programs, FMCSA continues to ensure that the knowledge and skills testing standards for CDL holders remain at the required level to ensure that only safe and knowledgeable drivers are issued, and retain CDLs.

The MCSAP, High Priority, and CDL Program Improvement grants provide funding to State and U.S. Territory agencies responsible for commercial vehicle safety. Through the MCSAP program, more than 3.4 million inspections are conducted on CMVs and approximately 40,000 new entrant audits are completed each year. The High Priority grant program provides funding to States implementing the 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. Because of the millions of dollars provided each year to States and territories via the Office of Enforcement's grant programs, FMCSA has documented through its effectiveness studies that these activities have saved hundreds of lives, and prevented thousands of injuries and commercial vehicle crashes each year.

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 and consumer protection 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. Building on the agency's Crash Preventability Demonstration Program that began in July 2017, the Office of Enforcement will be completing the analysis of the impacts of the demonstration program and begin implementing a program, as appropriate, to conduct certain crash preventability determinations and/or not include certain crash scenarios in a motor carrier's list of crashes in the Safety Measurement System. FY 2019 funding would be used to complete analysis and initiate IT system changes.

FMCSA will continue to emphasize the collection of comprehensive, high quality, safety data from existing and new sources that will both be used in FMCSA programs to ensure effective use of resources and be made available to industry, academia, and others to use in studying CMV safety and developing CMV safety programs.

Improved Opportunities for Veterans

As required by section 5404 of the FAST Act, in FY 2018, the Office of Enforcement will initiate a pilot program to allow a limited number of individuals between the ages of 18 and 21 to operate commercial motor vehicles (CMVs) in interstate commerce if they have received specified heavy-vehicle driver training while in military service and are sponsored by a participating motor carrier. During the three-year pilot program, the safety performance of these younger drivers (the study group) will be compared to that of a control group of comparable size, comprised of drivers who are 21 years of age or older and who have comparable training and experience in driving vehicles requiring a commercial driver's license (CDL). The control group would consist of volunteer drivers who meet specified criteria and are employed by a participating carrier. The comparison of the two groups' safety performance will help to determine whether age is a critical safety factor. The information and experience gained through this program will potentially impact the eligible interstate CMV driver pool, lessening the existing driver shortfall.

Improved Consumer Protection

The Office of Enforcement intervened in 245 "hostage goods" cases in FY 2016, the most recent year for which complete data exists. Through sustained programs for the Office of Enforcement, programs that protect household goods shippers continue. This includes the Protect Your Move education and outreach initiatives and the investigation and resolution of household goods complaints, when a homeowner's goods are held hostage until a higher price is paid for the move. FMCSA uses a combination of safety and consumer complaint data to target enforcement resources in the HHG program and makes the combined data available to consumers to allow the public to find safe movers with sound business practices.

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 You 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.

The FMCSA Office of Enforcement uses comprehensive safety and complaint data to develop safety programs, target high risk carriers, and provide data sets for public use. Programs are implemented by Federal Staff and, increasingly, but State partners. Taken in total, these programs improve safety and provide the public with a safe environment while allowing for the delivery of goods and services to the public.

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

FY 2019 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$103,100	\$102,198	\$104,220
Program Costs	\$7,057	\$7,009	\$7,983
Total	\$110,157	\$109,207	\$112,203
FTE	825	827	831

FTE increase is a shift of current FTEs from L & I to Direct Funding in FY 2019.

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

FMCSA requests \$112.20 million and 831 FTE to fund the Office of Field Operations (MC-F) in FY 2019. MC-F’s number one priority is safety. The Office of Field Operations’ data-driven enforcement and outreach activities target the highest crash risks and are focused on preventing crashes and injuries by removing unsafe motor carriers, drivers and vehicles from the nation’s highways. Field Operations generates the essential data that enables FMCSA’s data-driven assessment of risk that allows targeting of scarce resources to reduce crashes. Data from vehicle and driver inspections enable the development risk profiles and the ability to recognize signs of systemic safety system gaps in carrier operations. Field audits and investigations provide more detailed data essential to the statutorily required carrier rating process. The collection, consolidation, analysis and sharing of field generated data drives agency continuous improvement and innovation in all program areas.

Field Operations will continue to provide oversight and programmatic support to State agencies that receive FMCSA grants to implement consistent and compliant safety programs.

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

- Conducts more than 3.4 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 accordingly bear responsibility 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. Using the data collected 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 DOT 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 investigates 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.

Field Operations will continue to dedicate its funding and FTE to the agency's safety mission. In FY 2019, Field Operations will continue implementation of efficiencies in the enforcement and compliance policies and procedures. High quality investigations and enforcement actions will result from the increased funding of quality monitoring and assessment tools. Through sharing of intervention data and collaboration with headquarter on trend analysis field operations responds to shifts in the geographical distribution of high risk motor carriers by sharing investigative resources across divisions and regions and deploying virtual tools to support program delivery. FMCSA's Office of the Chief Information Officer (CIO) movement to the cloud for all major FMCSA programs and data makes it easier for MC-F to respond to these geographic shifts. In FY 2019 resources are dedicated as FMCSA's CIO improves the information technology (IT) infrastructure of the field offices and provides expert IT support MC-F plans to reduce even further the time it takes to respond.

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 2017 the VOOS rate for these carriers dropped to 19%.

In FY 2019 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 reporting tools to ensure the National consistency in the delivery of high quality investigations and enforcement actions;
- 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;
- Execute outreach and training to staff, state officials and motor carriers on compliance with Electronic Logging rule.
- Utilize program analysts to monitor carrier performance and prioritize investigative activities based on risk;
- Deploy innovative workflow tools streamlining the carrier rating upgrade and consent agreement monitoring processes.
- 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;

- Conduct investigations and initiate enforcement actions against companies that reincarnate to avoid fines, penalties, and negative safety compliance history; and
- Investigate carriers that are still operating after their DOT number registration and/or operating authority are revoked.

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

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.

FMCSA collection of safety and consumer protection data cannot be done at FMCSA headquarters in Washington, D.C. It requires a wide network supporting the States. The continued effectiveness of much of the other activities and programs at FMCSA requires a constant stream of updated information and data as collected through the States. As outlined in a report to Congress, Field Operations will assist State partners in enhancing their safety programs by using grant funding formerly dedicated for the New Entrant Safety Assurance Program for enforcement and outreach activities towards those carriers with the highest safety risk. Research, analysis and technology has resulted in improved risk-based targeting of the highest risk carrier population. 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.

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

**FY 2019 – General Operating Expenses – Budget Request
(\$000)**

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$7,623	\$7,662	\$8,528
Program Costs	\$43,219	\$42,925	\$41,445
Total	\$50,842	\$50,587	\$49,973
FTE	61	62	68

FTE increase is a shift of current FTEs from L & I to Direct Funding in FY 2019.

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

FMCSA requests \$49.97 million and 68 FTE to fund the Office of Management Services (MC-M) in FY 2019. MC-M provides the infrastructure and administrative services required to support FMCSA’s ability to carry out its safety mission. The Office of Management Services includes five major program services: Acquisitions, Human Resources, Emergency Preparedness and Security, Management and Information Services, and Training and Employee Development through the FMCSA National Training Center (NTC).

The Office of Management Services supports the Secretary’s Safety priority directly by providing safety training to FMCSA and State commercial vehicle inspectors and investigators that work directly with the trucking industry to ensure goods and people are transported safely. The Office of Management Services also indirectly supports the safety and regulatory reform priorities by providing facilities, acquisition support, security, and human resources services for the entire agency. Finally, the Office of Management Services supports innovation priority through development of innovative ways to deliver training and other services that improve effectiveness and efficiency while saving money.

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 strive to 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.

Acquisitions management provides the agency with support for procurement and contracting functions. The FMCSA uses its procurement/contracting authority to be able to meet planned and emergent requirements by acquiring the goods and services the agency needs at the most efficient cost 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 2019 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. FMCSA 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. In its efforts to reduce waste and inefficiencies MC-M continually reviews its current space inventory for possible excess and coordinates with other Federal agencies like the Federal Highways Administration and Customs and Border Patrol on options for shared space to reduce overhead costs for all.

- 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 IT and security enhancements as well as rental payments for all border truck and bus inspection locations. The sustained FAST Act funding in FY 2019 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 FMCSA 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 2019, FMCSA has expiring leases in five locations expected to result in relocations. FMCSA continues to work with GSA to relocate our offices from commercially leased space to vacant government owned space when it meets mission requirements. FMCSA is targeting a utilization rate of 150-190 useable square feet per person. The Space Management office has set an internal goal of five percent reduction in space or funding per-annum for the next three years as allowable depending on lease expirations. FMCSA maximizes telework for both headquarters and field staff, and is looking to increase shared space with other federal agencies to support its efforts to meet its space reduction goals. The reduction in square footage for expiring leases will help offset market rate increases in cost per square foot; result in lower energy usage and reduce the overall operating expenses for the space.
- 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. 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 2,500 valid 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 \$15 million) for multiple shared services such as IT support and printing to ensure the use of strategic sourcing DOT-wide when feasible and overall lower operating costs for DOT.
- FMCSA is targeting a utilization rate of 150-190 useable square feet per person. The Space Management office has set an internal goal of five percent (\$688 thousand) reduction in space or funding per-annum for the next three years as allowable depending on lease expirations. FMCSA maximizes telework for both headquarters and field staff, and is looking to increase shared space with other Federal agencies to support its efforts to meet its space reduction goals. The reduction in square footage for expiring leases will help offset market rate increases in cost per square foot; result in lower energy usage and reduce the overall operating expenses for the space.

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. With more than 24% of the FMCSA workforce eligible to retire in the next three years, HR continues a high level of service focused on building and retaining a high-performance workforce. The agency also uses a shared service Executive Agent for the announcement of positions and analysis of applications to obtain efficiencies. Planned achievements in FY 2019 include implementation of an improved hiring process by: refining recently established standardized recruitment protocols nationwide; utilizing new position and vacancy tracking systems, and imposing new tools for tracking FTE across the agency. Also, planned for FY 2019 are 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 using the sustained funding from general programs and funding set aside from within Grants to train over 20,000 students over 90% of which are State and local law enforcement, not FMCSA employees. This efficient use of funds allows FMCSA to create a common training environment where students from all States and FMCSA can learn together and bring a wider understanding back to their home State or office. 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 2019, the NTC will:

- Implement updated curriculum for Safety Academy, including pre-Academy and post-Academy on-the-job training;
- Expand Federal Law Enforcement Training Accreditation for other NTC Training; Instructor Development and General Hazardous Materials.
- Expand training to support the new Drug and Alcohol Clearinghouse and Entry Level Driver Training 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;
- Sustain operations for an estimated 20,000 students through the fiscal year.

MC-M strives for internal improvement in FY 2019 by continuing to provide excellent support with improved efficiency. 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. 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. MC-M sustains critical emergency preparedness and security services providing a full range of security services to FMCSA employees (federal and contractor) to include: Classified Material Control Office, Continuity of Operations (COOP), physical security (facilities) program, Personnel Security Processing, managing the employee drug testing program, employee passport and visa program, and the commercial motor vehicle crash reporting office. The vehicle crash reporting system provides updated reporting within a 24-hour period on “media attentive” commercial motor vehicle crashes, down from 72 hours; critical in support of the safety mission for the agency In addition 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, creating a work environment that is healthy and safe allowing employees to work to their full potential.

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

The American public looks to FMCSA to establish and apply the standards that sustain a safe transportation system and promote efficiency within the system. To meet the public’s expectations, FMCSA mission critical functions must receive strong and effective administrative support. MC-M 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 Policy (MC-P)

**FY 2019 – General Operating Expenses – Budget Request
(\$000)**

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$5,499	\$5,437	\$5,644
Program Costs	\$10,677	\$10,604	\$5,439
Total	\$16,176	\$16,042	\$11,083
FTE	44	44	45

FTE increase is a shift of current FTEs from L & I to Direct Funding in FY 2019.

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

The Office of Policy (MC-P) requests \$11.08 million and 45 FTE to provide the foundation for FMCSA’s safety compliance and enforcement operations. The key functions under MC-P are: strategic planning; regulatory development, including economic and 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.

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), implementation of the Entry Level Driver Training program, and program evaluations.

There is no decrease in support of MC-P activities as the Information Management (IM) funding, beginning in FY 2019, is captured under the Chief Information Officer’s narrative for

Autonomous Vehicle Technology Support

In FY 2019, MC-P will have three FTE that focus more than 50% of their efforts on integration of highly autonomous commercial vehicles. FMCSA expects to be managing a significant workload regarding exemption requests related to operational tests associate with autonomous vehicles. In addition to reviewing and analyzing the exemption requests, the agency anticipates the industry will seek approval to conduct pilot programs to test the deployment of automated technologies in the commercial vehicle space. The data collected during the pilot tests, and those receiving exemptions regarding the safety operational impacts of these technologies, will be invaluable in developing informed decisions on future public policy.

Regulatory Reform and Impact Analyses

MC-P sustains regulatory development and reform activities in FY 2019 at the FY 2018 resource levels and focuses on implementation of safety improvements with requirements that are clear, simple, timely, fair, reasonable, and necessary. 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. FMCSA will continue its focus on reducing the regulatory administrative burden associated with obsolete, redundant, and unnecessary rules. FMCSA accomplishes this through analysis of data related to information collection burdens and opportunity costs lost related to specific regulations. Through data-driven regulations, FMCSA promotes improved safety and raises the safety bar for operating in the truck and bus industry. When there is information that a rule is unnecessary and provides no discernible safety benefit, the FMCSA will work towards the elimination of the requirement. In FY 2018, FMCSA initiated deregulatory actions to reduce administrative burdens by approximately \$500 million annually.

FMCSA also provides guidance to assist the industry and enforcement community in achieving a common understanding of the safety requirements, 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 guidance for the motor carrier industry.

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 operate commercial motor vehicles. The current funding request supports the FMCSA's mandate for these medical experts to continue providing advice on medical issues to advance safety.

Motor Carrier Safety Advisory Committee (MCSAC)

The MCSAC, another advisory committee operating in accordance with the provisions of the FACA, was established to provide FMCSA with advice and recommendations on motor carrier safety programs and safety regulations under the authority of the DOT. The MCSAC is 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 committed to improving motor carrier safety. They provide advice and recommendations about strategic objectives, plans, approaches, content, and accomplishments of the motor carrier safety programs carried out by the FMCSA. Previous tasks assigned to the MCSAC included the review of existing regulatory guidance, identification of obsolete, redundant, and unnecessary regulations, and operational and safety impacts of highly automated commercial vehicles. The input and recommendations received from the MCSAC are strongly considered by the agency during the development of public policy. FMCSA requires resources to sustain ongoing activities of this critical stakeholder group.

Medical Qualifications of Drivers

The FY 2019 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 prevalence of medical conditions related to an aging CMV driver population, such as cardiovascular disease and respiratory conditions, will have a detrimental effect on the safety and health of commercial drivers and highway safety overall. 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 54,000 healthcare professionals have completed mandatory training and testing concerning the agency's medical standards. These medical professionals conducted more than 16.1 million

examinations between May 21, 2014 (the day the program was implemented) and May 31, 2017 and identified more than 160,000 individuals who were medically unqualified to operate CMVs. Approximately 226,000 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. 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 considers the evidence reports 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 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. These requests are generally related to unique operating characteristics of a specific motor carrier or segment of the industry. Most of the requests for waivers, exemptions, and pilots are approved by the agency because the requestors have identified an innovative approach that ensures a level of safety equivalent to, or greater than, the level achieved if they complied with a regulation. The office resources also support 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 DOT Office of the Inspector General, Government Accountability Office, and the National Transportation Safety Board), maintains an Audit Liaison Action Planning and Tracking System, and prepares the agency's Organizational Assessment at the end of each fiscal year. FMCSA has outstanding working relationships with these oversight agencies and has worked collaboratively over the past several years to implement their recommendations to improve operational effectiveness and efficiency, as well as make safety improvements. FMCSA closed 74 open recommendations since FY 2015 (OIG – 10, GAO – 13, NTSB – 51.)

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

The programs and activities of the FMCSA Office of Policy cover a multitude of issues that can impact the safety of our roads. 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. It's 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. Requiring treatment of these medical conditions to ensure continued medical certification improves the general health of these drivers. 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. Medical exemptions also 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/Reform 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. In support of Executive Orders

13563, 13771, and 13777 regarding regulatory retrospective reviews, the agency will focus on rulemaking activities to reduce the administrative burden associated with obsolete and redundant regulations. 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. It's important to note that the level of effort and resources required by FMCSA to remove a regulation is equivalent to the effort to add a regulation, and these are resources well spent to improve and clarify safety regulations overall.

Detailed Justification for the – Office of the Chief Information Officer

FY 2019 – General Operating Expenses and Information Management – Budget Request (\$000)

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$3,624	\$3,584	\$3,637
Program Costs	\$34,238	\$34,005	\$11,452
Information Management	\$0	\$0	\$34,824
Total	\$37,862	\$37,589	\$49,913
FTE	29	29	29

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

FMCSA requests \$49.91 million and 29 FTE to fund the Office of the Chief Information Officer (MC-I) in FY 2019. MC-I provides oversight to all Information Management (IM) programs but some are managed collaboratively between the CIO and the program office responsible for the mission requirements. The FY 2018 President’s Budget shows the request for IM consolidated in the CIO’s office and as a set aside program activity; that request is continued in FY 2019.

FMCSA’s Chief Information Officer (CIO) develops, implements, and maintains the Information Technology (IT) systems and infrastructure that serve as the key enabler behind FMCSA achievement of its mission of preventing crashes and saving lives. 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. 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. The entirety of FMCSA’s mission support systems (including the Portal, MCMIS, L&I, SAFER, A&I, and many others) are in an IT cloud environment. 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 next great challenge of the CIO is to manage the underlying IT infrastructure to continue to meet the most essential needs of its users, balancing competing IT and mission priorities to keep pace with the continually evolving program requirements and legislative mandates such as 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 CIO can meet this challenge with just with a small increase of \$300 thousand, plus internal realignments of nearly \$1 million to create a baseline of \$2 million to increase our pace of replacing aging equipment and with a constant vigilance to efficiency and working with the Office of the Secretary's (OST) CIO on expanding FMCSA's use of OST CIO's shared services in FY 2019, position the organization to adopt the Federal 'Cloud First' policy, institute new security measures, promote robust data exchange standards, allow the FMCSA mission continuous access by supporting hand-held and mobile devices and implement Voice over Internet Protocol (VoIP) implementation at various field sites.

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. The CIO supports the four (4) key safety process areas — Registration, Inspection, Compliance, and Enforcement (“R-I-C-E”) — to address both immediate and future IT needs. In addition, to support the mission critical capabilities as part of the RICE model, FMCSA must provide 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; 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.

The CIO tailors the IT strategic objectives to represent a holistic view of success rather than narrowly focusing on specific elements; defining four strategic goals that represent our performance commitments and outcomes in support of FMCSA.

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:

- **Our Improved Service Delivery:** Foster access to FMCSA to meet motor carrier, partner, public, and stakeholder needs.
- **Our People First:** Attract, develop, and retain employees with skills and abilities to meet present and future mission needs.
- **Our Innovative Technology:** Pivot to adopt new technologies that streamline safety operations.
- **Our Governance and Accountability:** Streamline processes to achieve the greatest benefit from agency expenditures.

Every year FMCSA reviews and updates an IT Five-Year Capital Plan framework to identify, define, and group initiatives outside of the current IT frameworks and structures, in support of the strategic goals. FMCSA has a more mature understanding of future requirements and better processes to manage work to ensure on-time and on-budget delivery. Planning and executing technical and financial obligations over a five-year time horizon requires the flexibility that comes with three year Information Management funds. One-year Information Management funds artificially imposes time restrictions on how money can be spent and how the project can be managed. 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

On aggregate, FMCSA plans to sustain resources for the CIO and all IM activities jointly overseen with MC-P and MC-E in FY 2019. The following provides an overview of investments, projects and activities that will continue to be supported:

- Continue 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.
- Continue to develop Integrated Inspection Management System (IIMS) to increase efficiency and effectiveness of inspectors to allow more inspections through reduced cycle times of certain functions, such as inspection selection.
- In FY 2019, the Office of Enforcement in coordination with the CIO will be completing implementation of the Drug and Alcohol testing clearinghouse. The Clearinghouse will require all confirmed positive tests and refusals to be reported. Employers will be required to check the clearinghouse before hiring a new employee, and at least annually for all drivers. This new IT system and program will significantly reduce the ability of a driver to test positive during pre-employment screening and then wait until the drugs are out of his/her system and then reapply with another, unknowing, company, without completing a required substance abuse program. Keeping these drivers off the road until the proper treatment is received will significantly increase safety on the Nation's roadway. The final rule's economic analysis estimated that crashes will be reduced by at least 9 percent, as a result of this new program.
- 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 2019 FMCSA will complete development efforts and fully implement 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. These operational efficiencies will eliminate the need for paper copies of driver medical certificates, reducing the opportunity for fraud, and reduce costs for State Driver Licensing Agencies. IT related expenditures for the development operations of the National Registry 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 Agency believes this final rule

enhances the safety of commercial motor vehicle (CMV) operations on our Nation's highways by establishing a more extensive entry-level driver training (ELDT) to reduce crashes involving inexperienced CMV drivers. These individuals must complete a prescribed program of instruction provided by an entity listed on FMCSA's Training Provider Registry (TPR.) The compliance date for the final rule is February 6, 2020. FMCSA requires additional funding of approximately \$600,000 in FY 2019 to complete the development and implementation of a TPR 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 has reduced costs and facilitated 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.

- Collaborate with the 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.
- Maintain and enhance both internal and external FMCSA websites.
- Provide overarching, discrete, and essential development support activities that ensure timely and innovative IT solutions.
- 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.

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

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 IT 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 at the field locations.

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

**FY 2019 – General Operating Expenses and Research and Technology – Budget Request
(\$000)**

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Salaries and Expenses	\$2,999	\$2,966	\$3,010
Program Costs	\$4,849	\$4,816	\$3,925
Research and Technology	\$9,180	\$9,118	\$4,473
Autonomous Vehicle	\$0	\$0	\$4,600
Total	\$17,028	\$16,900	\$16,008
FTE	24	24	24

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

FMCSA requests \$16.01 million and 24 FTE to fund the Office of Research, Technology & Registration (MC-R) in FY 2019 to conduct safety research and provide statistical analysis. 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 initiated by Congress in 1983 under 49 USC §13906 and 49 CFR 387.309.

Research and Technology

FMCSA implements a multiyear motor carrier Research and Technology (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) on the Nation’s highways. The program focuses on:

- Enhancing the safety and efficiency of CMVs and drivers, including autonomous vehicle technology;
- 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.

Automated CMV Research

FMCSA will conduct several targeted automated CMV research projects to develop brake and sensor performance guidelines for truck platoons and highly automated commercial vehicle (HACV) applications, evaluate human factors as they relate to HACV concepts, and conduct research and testing to accelerate the adoption of automatic emergency braking in commercial vehicles. FMCSA will also identify the kinds of information needed to assess entities' requests to pilot automated driving systems.

FMCSA is committed to enabling the safe operation of highly automated commercial vehicles on the Nation's transportation system to improve safety, prevent crashes, and efficiently move passengers and commerce. Work on this initiative will be conducted in coordination with the Department's Office of the Secretary and several other modal administrations, including the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), the Maritime Administration, and the Federal Transit Administration. Program integration projects include: accelerating market penetration of Automatic Emergency Braking (AEB) Systems in CMVs; developing uniform interstate standards for truck platoon deployments; federal oversight and support for pilot programs, waivers, and temporary exemptions granted to accelerate the deployment of ADS-equipped CMVs; development and testing new inspection tools for States to Support ADS-equipped CMV pilot testing; and testing of Brake-by-Wire (Electronically Controlled Brake) Systems in North American CMVs.



Truck platoon demonstrations and limited corridor-based deployments will inform future expanded deployments on public roadways.

Other Specific FY 2017/2018 R&T Program Initiatives:

- **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 and assess their safety performance.
- **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.

- **Flexible Sleeper Berth Pilot Program:** In support of the Secretary’s key priority of regulatory reform, FMCSA is conducting the Flexible Sleeper Berth Pilot Program to assess how hours-of-service regulatory flexibility could enhance driver rest and alertness.
- **Research to Examine Crash Factors and to Provide Strategic Direction for Developing and Testing Crash Countermeasures:** Responding to program recommendations published by the Transportation Research Board Motor Carrier Safety Research Analysis Committee and the Committee on National Statistics, FMCSA will partner with the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) to conduct a systematic review of crash factors and to develop potential crash countermeasures. Working together, FMCSA and its partners will develop a multi-phased research project to: 1) examine existing DOT-collected crash data, and 2) augment these data by linking to other DOT, State, or commercially available data sources.

R&T Program Plans and Goals for FY 2019 Funding

FMCSA’s Research and Technology (R&T) Program serves as the underpinning for empirically answering research questions related to the overall Departmental goals of safety, infrastructure, innovation, and accountability. FMCSA’s R&T projects are developed and conducted in close collaboration with other FMCSA program offices and other USDOT modes, as appropriate. Since 2013, FMCSA has commissioned two expert panels through the National Academy of Sciences to develop recommendations for refining the Agency’s research program. In response to those recommendations, the Agency has geared its FY 2019 R&T portfolio to answer important research questions that will ultimately lead to improved commercial motor vehicle (CMV) safety.

FMCSA understands that transformative transportation innovations are a major priority for the Department. To effectively support the development and deployment of these transformative technologies, FMCSA must fully understand the various factors that contribute to crashes and then work to address specific issues (e.g., driver distraction). Some of the Agency’s planned FY 2019 R&T activities are geared toward understanding the safety problem(s), while others are geared toward testing and accelerating the deployment of CMV safety technologies. Activities such as: Research to examine crash factors and to provide strategic direction for developing and testing crash countermeasures; Improve data sharing and integrity for increased safety; innovative technology deployment (ITD) program and technical support; safety updates for hydrogen-fueled vehicles; expert support for improving motor carrier safety measurement; and Research to improve CMV driver and motor carrier safety.

R&T Program Effectiveness

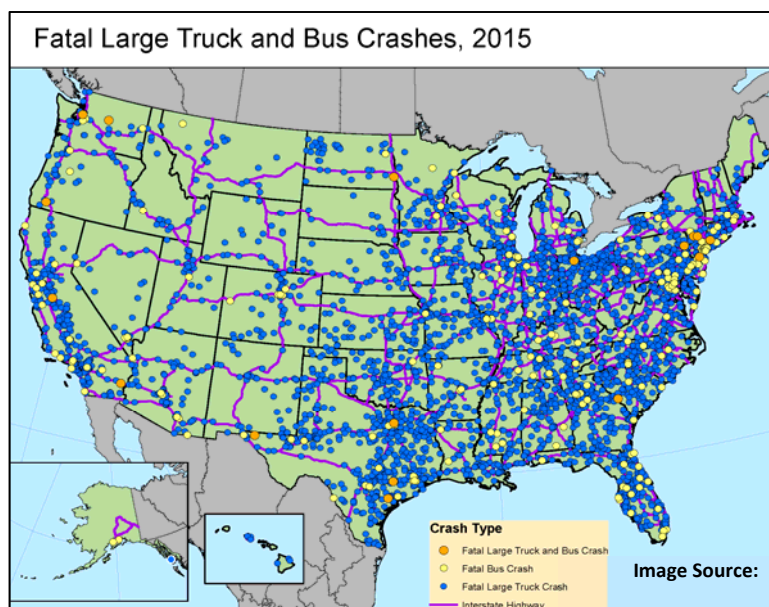
FMCSA employs internal and external mechanisms to help assess the utility of the R&T Program. R&T projects are reviewed by FMCSA’s Research Executive Board comprised of members from across the agency. FMCSA has commissioned the National Academy of Sciences’ Committee on National Statistics, the Transportation 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.

Statistics and Analysis

MC-R’s Statistics and Analysis Program provides the lynchpin for FMCSA’s strategic focus area of “comprehensive data utilization and leveraging technology.” The program collects and analyzes data on about 500,000 interstate freight, 13,000 interstate passenger, and 18,000 intrastate hazardous materials motor carriers; an estimated 5.9 million interstate and intrastate CMV drivers; and an estimated 165,000 reportable crashes involving large trucks and buses. These data are essential to FMCSA’s Safety Measurement System, a tool used by FMCSA (as part of the agency’s Compliance, Safety, Accountability Program) and its State partners to evaluate a carrier’s safety performance and determine any appropriate enforcement actions.



According to NHTSA’s Fatality Analysis Reporting System, there were 3,858 fatal crashes involving large trucks and buses in 2015. FMCSA analyzes these crashes, identifies trends, and develops effective countermeasures to reduce their occurrence.

Overall FY 2017/2018 Statistics and Analysis Program Initiatives and Goals:

- 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;
- Disseminate data, statistics, and analyses to FMCSA programs, State partners, the motor carrier industry and the general public; and

- Collaborate with NHTSA to explore utilization of electronically submitted state crash data.

Statistics and Analysis Program Plans and Goals for FY 2019 Funding:

In FY 2019, the Statistics and Analysis Program will continue to improve data quality, expand analytical tools, and conduct analyses of key safety issues. Consistent with the recommendations of the Post-Accident Review Advisory Committee established by the FAST Act, and in support of the Secretary’s key innovation priority, FMCSA will initiate an expansion of its crash data collection to incorporate essential Model Minimum Uniform Crash Criteria (MMUCC) data elements to enable more in-depth analysis of crashes and associated factors in modeling crash predictability. More precise information on the location of crashes and the vehicles involved will allow linking of crash data to highway characteristics, freight and passenger transportation trends, population changes, and other data sources to assess the factors that contribute to crashes, to predict the locations of likely future crashes, and to apply resources appropriately to reduce their occurrence. Also in FY 2019, FMCSA will collaborate with the NHTSA’s innovative Electronic Data Transfer Program, which advances the collection of real-time, State-level crash data to enhance our understanding of crash characteristics and where safety challenges are occurring. Each agency can directly benefit from the more efficient delivery of comprehensive crash data in a timely manner.

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

The results of FMCSA’s research and analysis activities allow the agency to best target its limited resources to the highest safety risks, develop programmatic initiatives that address the most important safety issues, and provide transparent and comprehensive information to promote motor carrier safety.

The statistics program provides real, data-driven statistics and sound analytical support and justification for regulatory reform. Without MC-R’s Statistics and Analysis Program, FMCSA, DOT, individual States, and the larger CMV safety community would not be able to effectively carry out their current programs or modify their programs based on data analysis. The Office of Management and Budget specifically highlights FMCSA’s Statistics and Analysis program in its annual *Statistical Programs of the United States Report to Congress*.

5th TAB

Section 3B: Motor Carrier Safety Grants

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out sections 31102, 31103, 31104 and 31313 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act, \$381,800,000, 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 \$381,800,000 in fiscal year 2019 for "Motor Carrier Safety Grants"; of which \$304,300,000 shall be available for the motor carrier safety assistance program, \$44,000,000 shall be available for the high priority activities program, \$32,500,000 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 2018 appropriation for this account was not enacted at the time the budget was prepared; therefore, the budget assumes this account is operating under the Continuing Appropriations Act, 2018 (Division D of P.L. 115–56, as amended). The amounts included for 2018 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 2017	FY 2018	FY 2019
		<u>Actual</u>	<u>Annualized CR</u>	<u>Request</u>
Obligations by program activity:				
0001	Motor Carrier Safety Assistance Program	292,598	291,000	304,300
0004	Commercial Driver's License (CDL) Program Improvement Grant	31,118	31,000	32,500
0007	High Priority Activities Program	42,191	42,000	44,000
0009	Commercial Motor Vehicle Operator Grant	1,000	1,000	1,000
0100	Subtotal, direct program	<u>366,907</u>	<u>365,000</u>	<u>381,800</u>
0799	Total, direct obligations	366,907	365,000	381,800
0900	Total new obligations	366,907	365,000	381,800
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	168,154	190,582	200,382
1021	Recoveries of prior year unpaid obligations	22,335	0	0
1050	Unobligated balance (total)	<u>190,489</u>	<u>190,582</u>	<u>200,382</u>
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation, (trust fund)	367,000	365,000	381,800
1137	Appropriations applied to liquidate contract authority	-367,000	-365,000	-381,800
1160	Appropriation, discretionary (total)	<u>0</u>	<u>0</u>	<u>0</u>
Contract authority, mandatory:				
1600	Contract authority	367,000	374,800	381,800
1620	Contract authority and or unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	<u>367,000</u>	<u>374,800</u>	<u>381,800</u>
1750	Spending Authority from offsetting collection	0	0	0
1900	Budget authority (total)	<u>367,000</u>	<u>374,800</u>	<u>381,800</u>
1930	Total budgetary resources available	557,489	565,382	582,182
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	190,582	200,382	200,382
Change in obligated balance:				
Obligated balance, start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	428,918	496,088	525,089
3010	Obligations incurred, unexpired accounts	366,907	365,000	381,800
3020	Outlays (gross)	-277,402	-335,999	-373,258
3040	Recoveries of prior year unpaid obligations, unexpired	-22,335	0	0
3050	Unpaid obligations, end of year (gross)	<u>496,088</u>	<u>525,089</u>	<u>533,631</u>
Memorandum (non-add) entries				
3100	Obligated balance, start of year	428,918	496,088	525,089
3200	Obligated balance, end of year	496,088	525,089	533,631
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority	32,955	102,200	106,904
4011	Outlays from discretionary balances	244,447	233,799	266,354
4020	Outlays, gross (total)	<u>277,402</u>	<u>335,999</u>	<u>373,258</u>
4040	Offsets against gross budget authority and outlays	0	0	0
4080	Outlays net (discretionary)	<u>277,402</u>	<u>335,999</u>	<u>373,258</u>
Mandatory:				
4090	Budget authority, gross	367,000	374,800	381,800
4160	Budget authority, net (mandatory)	367,000	374,800	381,800
4180	Budget authority, net (total)	367,000	374,800	381,800
4190	Outlays net (total)	277,402	335,999	373,258

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

		FY2017	FY2018	FY2019
		Actual	Annualized CR	Request
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	\$619	\$626	\$656
Communications, utilities, and miscellaneous charges	23	\$801	\$810	\$849
Other services (Contracts and Agreements)	25	\$4,040	\$4,001	\$4,191
Supplies and materials	26	\$7	\$7	\$7
Equipment	31	\$23	\$24	\$24
Grants	41	\$361,510	\$359,040	\$376,073
Subtotal, Other Obligations		\$367,000	\$364,508	\$381,800
Total Direct Obligations		\$367,000	\$364,508	\$381,800

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

CONTRACT AUTHORITY ESTIMATES

2006.....	282,000,000
2007.....	297,411,000
2008.....	300,000,000
2009.....	307,000,000
2010.....	310,070,000
2011.....	310,070,000
2012.....	330,000,000
2013.....	330,000,000
2014.....	313,000,000
2015.....	352,753,000
2016.....	339,343,000
2017.....	367,000,000
2018.....	374,800,000
2019.....	381,800,000

CONTRACT AUTHORITY

2006.....	282,000,000
2006 Rescission of Contract Authority	(2,820,000) ¹
2007.....	297,411,000 ²
2008.....	300,000,000
2008 Rescission of Contract Authority	
P.L. 110-161	(11,260,214) ³
2009.....	307,000,000
2009 Rescission of Contract Authority	
P.L. 111-8	(6,502,558) ⁴
2010.....	307,000,000
2010 Rescission of Contract Authority	
P.L. 111-8	(1,610,661)
2011.....	307,000,000
2012.....	307,000,000
2012 Rescission of Contract Authority	
P.L. 112-30	(1,000,000)
2013.....	310,000,000
2014.....	313,000,000
2015.....	239,671,234 ⁵
2016.....	313,000,000
2017.....	367,000,000
2018.....	374,800,000
2019.....	381,800,000

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

² Includes \$3,411,000 RABA adjustment

³ Rescission of prior year carryover

⁴ Rescission of prior year carryover

⁵ Contract Authority FY 2015 enacted P.L. 113-159

**MOTOR CARRIER SAFETY GRANTS
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2006..... 282,000,000	2006..... 282,000,000
	2006 Rescission of Liquidating Cash (2,820,000) ¹
2007..... 297,508,000	2007..... 297,411,000 ²
2008..... 300,000,000	2008..... 300,000,000
	2008 Rescission of Liquidation Cash (11,260,214) ³
2009..... 307,000,000	2009..... 307,000,000
	2009 Rescission of Liquidating Cash..... (6,502,558) ⁴
2010..... 310,070,000	2010..... 310,070,000
2011..... 310,070,000	2011..... 310,070,000
2012..... 330,000,000	2012..... 307,000,000
2013..... 330,000,000	2013..... 308,878,840 ⁵
	2013..... 310,000,000
	2013 Across-the-Board Reduction (620,000) ⁶
2014..... 313,000,000	2014..... 313,000,000
2015..... 313,000,000	2015..... 313,000,000
2016..... 313,000,000	2016..... 313,000,000
2017..... 367,000,000	2017..... 312,404,987 ⁷
2018..... 374,800,000	2018..... 364,508,000 ⁸
2019..... 381,800,000	

¹ Rescission of prior year carryover P.L. 109-148

² Includes \$3,411,000 RABA adjustment

³ Rescission of prior year carryover P.L. 110-161

⁴ Rescission of prior year carryover P. L. 111-8

⁵ Continuing Resolution Annualized P.L. 112-175

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

⁷ Continuing Resolution Annualized P.L. 114-254

⁸ Continuing Resolution Annualized P.L. 115-96

EXHIBIT III-1

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

	FY 2017	FY 2018	FY 2019
	ACTUAL	Annualized CR	REQUEST
Motor Carrier Safety Assistance Program (MCSAP)	\$ 292,600	\$ 290,613	\$ 304,300
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 1,000	\$ 993	\$ 1,000
High Priority Activities Program (HPAP)	\$ 42,200	\$ 41,913	\$ 44,000
Commercial Drivers' License (CDL) Program Implementation Program	\$ 31,200	\$ 30,988	\$ 32,500
TOTAL	\$ 367,000	\$ 364,508	\$ 381,800

PROGRAM AND PERFORMANCE STATEMENT

Motor Carrier Safety Grants

Motor Carrier Safety Grants to eligible States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. 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 actively engages with industry and other stakeholders through Innovative Technology programs to improve the safety and productivity of commercial vehicles and drivers.

Detailed Justification for the – Motor Carrier Safety Grants Program

**FY 2019 – Motor Carrier Safety Grants – Budget Request
(\$000)**

Program Activity	FY 2017 Actual	FY 2018 Annualized CR	FY 2019 Request
Motor Carrier Safety Assistance Program (MCSAP)	\$292,600	\$290,613	\$304,300
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,000	\$993	\$1,000
High Priority Activities Program (HPAP)	\$42,200	\$41,913	\$44,000
Commercial Drivers' License (CDL) Program Implementation Program	\$31,200	\$30,988	\$32,500
Total	\$367,000	\$364,508	\$381,800

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

In FY 2019 FMCSA requests \$381.80 million for its four grant programs. FMCSA grant funding contributes up to 85 percent of all costs associated with States' CMV safety programs. In FY 2017, State, local and territorial government MCSAP grantees conducted more than 3.4 million truck and bus inspections, more than 38,000 new entrant safety audits, and more than 6,000 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 addressed and unsafe drivers and vehicles to be removed from the roadways. Given that grants represent more than 50 percent of the agency's budget, FMCSA's partnership with the states through its grant programs are vital to FMCSA accomplishing its safety mission.

The FY 2019 funding request of \$381.80 million for FMCSA's grants programs consists of the following accounts:

- Motor Carrier Safety Assistance Program (MCSAP) Formula Grant (\$304.30 million) – This formula grant serves as the backbone of FMCSA's grants programs, representing 80 percent of FMCSA's grant dollars and providing the reliable source of funding each year that allows the State MCSAP lead agencies to establish and consistently maintain their CMV safety activities, including inspections, new entrant audits, compliance investigations, and public outreach.
- High Priority Activities Program (HPAP) (\$44.00 million) -This discretionary grant supports special CMV safety initiatives such as motorcoach safety strike forces, traffic enforcement blitzes in high-crash corridors, enforcement of chameleon carriers who operate while under out-of-service orders, and special projects to improve data quality and promote the exchange of motor carrier, vehicle and driver safety data between FMCSA and the States.
- Commercial Driver's License Program Implementation financial assistance program (CDLPI) (\$32.50 million). – This discretionary grant provides critical funding to States and other safety organizations to ensure that only medically qualified and properly licensed commercial drivers are allowed to operate.
- Commercial Motor Vehicle Operator Grant Program (CMV) (\$1 million) – This discretionary grant provides vital funding to commercial driver training schools, with a special emphasis on supporting current military members, veterans, and their family members to transition into commercial truck driving careers.

FY 2017 was the first year of FMCSA's grant consolidation, from nine diverse grants to a more streamlined set of four programs, as designed under the FAST Act. As the agency implements this new, more efficient grant structure in FY 2019, early indications are that the consolidation will reduce administrative burdens both for FMCSA and grantees, and improve flexibility in management of grant funding, although FMCSA will continue to review its own grants administrative procedures and program structure to find additional efficiencies to improve grants delivery in FY 2019 and beyond.

Motor Carrier Safety Assistance Program (MCSAP) - \$304.30 million

The MCSAP formula and High Priority Activities Program (discussed below) grants represent the cornerstone financial assistance programs provided by the FMCSA, representing more than 90 percent of grant funds issued by the agency. These programs are direct drivers of 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 activities undertaken each year.

The MCSAP, originally authorized in 1982, is FMCSA's largest grant program providing critical support to State and local law enforcement agencies for their 12,000 enforcement officers and inspectors to increase enforcement and commercial motor vehicle safety activities nationwide. Some States allow other State and local agencies to participate in commercial vehicle safety programs through sub-grants or by providing necessary training to conduct roadside inspections, new entrant safety audits, and carrier investigations/compliance reviews in order to leverage the largest safety benefits from their grant dollars at the lowest possible cost. Additionally, for the smallest States, MCSAP grants are absolutely critical for establishing and maintaining their commercial vehicle safety programs. Without the annual MCSAP formula grants, many have indicated such programs would be shuttered.

A key provision in the FAST Act required the development of a working group to recommend updates to the MCSAP allocation formula to determine if there were opportunities to further enhance its focus on safety and funding stability. 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 CMV safety agencies (51%), a national organization representing State CMV enforcement agencies, and FMCSA personnel. The working group provided its recommendations to the Secretary in FY 2017, a Federal Register Notice was issued seeking public comment, and the recommendations are being codified into regulation. The new formula will continue to focus on CMV safety, with a rationale that is statistically based. It promotes stability in funding, responds to changes in crash risk, uses high-quality data sources, and responds to overall changes in funding levels.

The FAST Act description of the MCSAP grant program requires states to provide a 15 percent 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 to State MCSAP lead agencies in advance of the application deadline.

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, to reduce administrative burden and reduce the required FMCSA review of applications, the FMCSA is implementing a multi-year CVSP process. This will allow States to submit one CVSP covering a three-year period, versus annually, as was required in previous years.

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. FMCSA has developed two analytic models to measure the effectiveness of its major safety programs, specifically (1) roadside inspections and traffic enforcements, and (2) compliance investigations. These models are known as the Roadside Intervention Effectiveness Model (RIEM) and Compliance Investigation Effectiveness Model (CIEM), and benefits are measured in terms of crashes avoided, injuries prevented, and lives saved.

The RIEM and CIEM are based on the premise that roadside inspections/traffic enforcement interventions and compliance investigations, respectively, contribute to a reduction in crashes. And the safety analyses using these models have clearly demonstrated the effectiveness of FMCSA's core intervention strategies. Additionally, FMCSA Division offices work closely with grantees and conduct monitoring and oversight activities to measure the effectiveness of their safety programs. They also provide FMCSA and State safety program managers with a quantitative basis for optimizing the allocation of safety resources in the field.

Finally, all grant funded activities (i.e., inspections, traffic enforcements, new entrant audits, border inspections, carrier compliance investigations) are recorded and tracked on the FMCSA A&I website. This page documents State grant funded activities in comparison to their projected totals provided in their annual Commercial Vehicle Safety Plan (CVSP).

High Priority Activities Program (HPAP)- \$44.00 million

Through the High Priority Activities Program competitive grant 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 mandated

FAST Act priorities, innovative enforcement approaches, high crash areas, deployment of technology used to support CMV enforcement, and public outreach programs.

The HPAP grant program supports State implementation of FMCSA's Performance and Registration Information Systems Management (PRISM) program. 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 motor vehicles that pose serious safety risks. Specifically, PRISM links FMCSA's motor carrier registration databases with State vehicle registration systems, to prevent out-of-service and chameleon motor carriers from registering their vehicles and receiving license plates. In addition, HPAP 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 information systems that identify real-time CMVs engaged in unsafe operation. In FY 2019, FMCSA will recommend more than \$20 million in grants to focus on innovative technology applications such as electronic screening of commercial motor vehicles for inspection and connection of state-based information technology networks. These safety technologies can be used in the future to ensure functional operational environments for the use of highly autonomous commercial vehicles.

As the HPAP grant is a competitive process, there is no guaranteed funding amount compared to the MCSAP formula. The HPAP program requires a 15% match on the part of the grantee for most projects, however applicants needing to implement FAST Act mandated PRISM standards may be excluded from matching requirements.

HPAP funds support innovative and highly-impactful projects that advance FMCSA's mission to reduce crashes, injuries, and fatalities involving large trucks and buses. Funding is available to States and other eligible entities for the support of enforcement activities, including targeted enforcement in high crash corridors, inspections that improve safety and compliance with CMV regulations and for projects that are national in scope, increase public awareness and education, demonstrate new technologies and reduce the number and rate of CMV crashes. The more than \$40 million in HPAP grants anticipated in FY 2019 are critical to highway safety and the economy. By targeting areas of high crash and safety risk for property and passenger carrying CMV's, the traffic enforcement strikeforces supported by HPAP grant dollars help to directly reduce crashes and fatalities, and ensure the safe delivery of freight and passengers, which improves the efficiency and safety of State and local transportation networks by reducing the various societal costs associated with highway crashes.

FMCSA Division offices work closely with grantees and conduct monitoring and oversight activities to measure the effectiveness of their State and local grantees safety program

performance. It also provides FMCSA and State safety program managers with a quantitative basis for optimizing the allocation of safety resources in the field. Statistics regarding planned grant activity are reported to FMCSA on a quarterly basis, and overall CMV safety interventions (inspections, traffic enforcement, investigations, etc.) supported through federal grant funding are uploaded to FMCSA's information systems continuously, thereby allowing FMCSA (and the States themselves) to evaluate the overall and individual performance of the data maintained in FMCSA's Analysis and Information (A&I) website portal. Finally, in addition to the existing A&I statistics maintained by FMCSA, the agency has partnered with Volpe to institute a Performance Standards, Measurements and Benchmarks (PSMB) initiative. This project will investigate and implement targeted measurement criteria for grantees across the HPAP grant program. This project is being initiated in Q4 of FY 2017.

Commercial Driver's License Program Implementation (CDLPI) - \$32.50 million

The goal of the national CDL program is to reduce the number and severity of CMV 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.

In FY 2019, CDLPI grants will continue to provide financial support to States in achieving or maintaining compliance with the requirements of commercial driver-related rulemakings, such as the CDL Testing and Commercial Learner's Permit Rule, the Medical Examiner's Certification Integration Rule, and the Commercial Driver's License Drug and Alcohol Clearinghouse rule. The FMCSA will also propose several new and continuing initiatives specifically intended to benefit members of the military, such as offering a time extension to apply for a skills test waiver; permitting active duty military personnel to apply and be tested for permits and licenses in the State where they're stationed; and completing the necessary rulemaking to establish a military pilot program that will allow select military personnel between the ages of 18 and 21 years of age to operate a commercial motor vehicle in interstate commerce if they received specified heavy-vehicle driver training while in Military service and are sponsored by a

participating motor carrier. Each of these initiatives, while easing the transition of military personnel to careers in the trucking industry, also improve the efficiency of State testing and licensing procedures, by reducing or eliminating redundant steps in the CDL process for military personnel.

Routine and consistent oversight by the FMCSA Division Office and/or the CDL Division Office provides real-time awareness of the special needs of each State's CDL safety program and enables FMCSA to provide immediate assistance if needed. Further, licensing data is evaluated for timeliness, completeness, and accuracy by using information systems such as the Commercial Driver's License Information System, the Commercial Skills Test Information Management Systems, and the Automated Compliance Review System. Overt and covert examiner monitoring also helps validate the quality of skills testing by each individual State. Additionally, all CDLPI grants awarded to non-State entities are executed as cooperative agreements that include a specific performance work statement, which itself includes specific performance measures for that grant.

Commercial Motor Vehicle Operator Grant Program (CMV) - \$1 million

The CMV 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 CMV grant program is highly competitive. Historically, the agency receives grant applications that far exceed the \$1 million in available funding. 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) - \$5.70 million (non-add):

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 CMV 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.

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

The FMCSA’s singular mission is to reduce the incidence and severity of commercial motor vehicle crashes on the Nation’s highways. This was the primary reason the agency was created in 1999, and separated from its parent agency, the Federal Highway Administration: so, that it could focus exclusively on improving the safety of commercial motor vehicle operations on the U.S. highways. FMCSA accomplishes this mission by allocating both its general operating expenses budget and its grant funding to CMV safety activities that directly support that mission, such as inspections, traffic enforcement strikeforces, new entrant audits, compliance investigations, as well as safety research and public education and outreach. Through evaluation of many of these activities via its effectiveness models, FMCSA has documented through its peer-reviewed assessments that these strategies are effective at reducing the CMV crashes and their impacts. Specifically, in exchange for the grants funding provided through FMCSA, as well as its general operating expenses budget allocated to safety activities, the American public receives substantial safety benefits. Because of Federal and State compliance investigations conducted in FY 2013 (the last full fiscal year for which safety results are available), FMCSA estimated that 7,256 CMV crashes were prevented, 4,355 injuries were avoided, and 229 lives were saved. See Table 1.

Table 1. Safety Benefits of All Compliance Investigations Recorded in FMCSA Information Systems

Fiscal Year	Crashes Prevented	Injuries Prevented	Lives Saved
2013	7,256	4,355	229

Source: FMCSA Safety Program Effectiveness Measurement, Compliance Investigation Effectiveness Model, Version 1.1, Report for Fiscal Year 2013 Interventions.

Additionally, in exchange for the grants funding provided through FMCSA, as well as its general operating expenses budget allocated to inspection and traffic enforcement activities conducted by Federal and State staff, the American public also receives substantial safety benefits. Because of Federal and State inspections and traffic enforcement conducted in FY 2013 (the last full fiscal

year for which safety results are available), FMCSA estimated that 7,256 CMV crashes were prevented, 4,355 injuries were avoided, and 229 lives were saved. See Table 2.

Table 2. Safety Benefits of All Inspections and Traffic Enforcement Recorded in FMCSA Information Systems (for FY 2013)

Activity	Crashes Prevented	Injuries Avoided	Lives Saved
Roadside Inspections	9,904	6,012	319
Traffic Enforcement	4,015	2,438	129

Source: FMCSA Safety Program Effectiveness Measurement, Roadside Intervention Effectiveness Model, Version 1.1, Report for Fiscal Year 2013 Interventions.

6th TAB

Section 3C: National Motor Carrier Safety Program

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

No funding is requested for this account in FY 2019.

**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 2017	FY 2018	FY 2019
		<u>Actual</u>	<u>Annualized CR</u>	<u>Request</u>
Obligations by program activity:				
0900	Total new obligations	0	0	0
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	9	9	9
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)	<u>9</u>	<u>9</u>	<u>9</u>
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation, (trust fund)	0	0	0
1137	Appropriations applied to liquidate contract authority	0	0	0
1160	Appropriation, discretionary (total)	<u>0</u>	<u>0</u>	<u>0</u>
Contract authority, mandatory:				
1620	Unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	<u>0</u>	<u>0</u>	<u>0</u>
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)	<u>0</u>	<u>0</u>	<u>0</u>
1900	Budget authority (total)	<u>0</u>	<u>0</u>	<u>0</u>
1930	Total budgetary resources available	9	9	9
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance ,end of year	9	9	9
Change in obligated balance:				
Obligated balance , start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	13	5	0
3001	Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010	Obligations incurred, unexpired accounts	0	0	0
3020	Outlays (gross)	-8	-5	0
Change in uncollected customernr payments from Federal sources:				
3040	Recoveries of prior year unpaid obligations, unexpired	0	0	0
3050	Unpaid obligations, end of year	5	0	0
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	0	0	0
Outlays, gross:				
4010	Outlays from new discretionary authority	0	0	0
4011	Outlays from discretionary balances	8	5	0
4020	Total outlays, gross (disc)	<u>8</u>	<u>5</u>	<u>0</u>
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)	<u>0</u>	<u>0</u>	<u>0</u>
4080	Outlays net (discretionary)	<u>8</u>	<u>5</u>	<u>0</u>
Mandatory:				
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)	8	5	0

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

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
1998..... 90,000,000	1998.....
1999..... 100,000,000	1999.....
2000..... 155,000,000 ¹	2000..... (105,000,000) ⁴
2001..... 187,000,000 ²	2001..... 177,000,000
2002..... 204,837,000 ³	2002..... 205,896,000 ⁵
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Contract Authority (1,235,000) ⁶
2004.....	2004..... 190,000,000
	2004 Rescission of Contract Authority (1,121,000) ⁷
2005.....	2005..... 190,000,000
	2005 Rescission of Contract Authority (1,520,000) ⁸
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Contract Authority (5,212,858) ⁹
2009.....	2009 Rescission of Contract Authority ... (19,571,910) ¹⁰
2010.....	2010 Rescission of Contract Authority (3,232,639)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

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

⁴ Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

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

⁶ Enacted 0.65% rescission pursuant to P.L. 108-7

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

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

⁹ Enacted rescission of prior year carryover P.L. 110-161

¹⁰ Enacted rescission of prior year carryover P.L. 111-8

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

APPROPRIATION ESTIMATES	APPROPRIATION
1998..... 100,000,000	1998.....
1999..... 100,000,000	1999.....
2000..... 155,000,000 ¹	2000..... (105,000,000) ⁴
2001..... 187,000,000 ²	2001..... 177,000,000
	2001 Rescission of Liquidating Cash (389,400) ⁵
2002..... 204,837,000 ³	2002..... 205,896,000 ⁶
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Liquidating Cash (1,235,000) ⁷
2004.....	2004..... 190,000,000
	2004 Rescission of Liquidating Cash (1,121,000) ⁸
2005.....	2005..... 190,000,000
	2005 Rescission of Liquidating Cash (1,520,000) ⁹
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash (5,212,858) ¹⁰
2009.....	2009 Rescission of Liquidating Cash (19,571,910) ¹¹
2010.....	2010 Rescission of Liquidating Cash (3,232,639)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

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

⁴ Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

⁵ Enacted .22% rescission pursuant to P. L. 106-554

⁶ Includes \$23.896 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 106-159, pursuant to P.L. 107-87

⁷ Enacted 0.65% rescission pursuant to P.L. 108-7

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

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

¹⁰ Rescission of prior year carryover P.L. 110-161

¹¹ Rescission of prior year carryover P.L. 111-8

7th TAB

Section 3D: Motor Carrier Safety

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

No funding is requested for this account in FY 2019.

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

(In thousands of dollars)

Identification code 69-17-8055

	FY 2017 <u>Actual</u>	FY 2018 <u>Annualized CR</u>	FY 2019 <u>Request</u>
Obligations by program activity:			
0900 Total new obligations	0	0	0
Budgetary Resources:			
Unobligated balance:			
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)	<u>3</u>	<u>3</u>	<u>3</u>
Budget authority:			
Appropriations, discretionary:			
1160 Appropriation, discretionary (total)	0	0	0
Contract authority, discretionary:			
1521 Unobligated balance of contract authority permanently reduced	0	0	0
1540 Contract authority, discretionary (total)	<u>0</u>	<u>0</u>	<u>0</u>
Contract authority, mandatory:			
1621 Unobligated balance of contract authority permanently reduced	0	0	0
1640 Contract authority, mandatory (total)	<u>0</u>	<u>0</u>	<u>0</u>
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)	<u>0</u>	<u>0</u>	<u>0</u>
1900 Budget authority (total)	0	0	0
1930 Total budgetary resources available	3	3	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance ,end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
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)	0	1	1
3060 Uncollected pymts, Fed sources, end of year	0	0	0
3061 Adjustments to uncollected paymets, 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
Memorandum (non-add entries)			
3100 Obligated balance , start of year:	1	1	1
3200 Obligated balance , end of year:	0	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	0	0	0
4011 Outlays from discretionary balances	0	0	0
4020 Total outlays, gross (disc)	<u>0</u>	<u>0</u>	<u>0</u>
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)			
4080 Outlays net (discretionary)	0	0	0
Mandatory:			
4090 Budget authority, gross			
4160 Budget authority, net (mandatory)			
4180 Budget authority, net (total)	<u>0</u>	<u>0</u>	<u>0</u>
4190 Outlays net (total)	<u>0</u>	<u>0</u>	<u>0</u>

**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.....	
2019.....	

CONTRACT AUTHORITY

1995.....	73,000,000
1996.....	68,000,000
1996 Rescission of Contract Authority ..	(33,000,000) ¹
1997.....	74,000,000
1997 Rescission of Contract Authority ..	(12,300,000) ²
1998.....	85,000,000
1999.....	100,000,000
2000.....	105,000,000
2001.....	
2002.....	
2003.....	
2004.....	
2005.....	
2006.....	
2007.....	
2008 Rescission of Contract Authority	(32,187,720) ³
2009 Rescission of Contract Authority	(2,231,259) ⁴
2010 Rescission of Contract Authority	(6,415,501)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	

¹ Enacted rescission pursuant to P.L. 104-134

² Enacted rescission pursuant to P.L. 104-208

³ Enacted rescission of prior year carryover P.L. 110-161

⁴ Enacted rescission of prior year carryover P.L. 111-8

**MOTOR CARRIER SAFETY
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2000.....	2000..... 76,058,400 ¹
2001..... 92,194,000	2001..... 92,194,000
2002..... 139,007,000	2001 Rescission of Liquidating Cash (202,827) ²
	2002..... 110,000,000
	2002 Rescission of Liquidating Cash (158,000) ³
	2002 Rescission of Liquidating Cash (107,000) ⁴
2003..... 117,464,000	2003..... 117,464,000
	2003 Rescission of Liquidating Cash (763,516) ⁵
	2003 Rescission of Liquidating Cash (200,000) ⁹
2004.....	2004..... 176,070,000
	2004 Rescission of Liquidating Cash (1,532,675) ⁶
2005.....	2005..... 257,547,000
	2005 Rescission of Liquidating Cash (2,698,376) ⁷
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash (32,187,720) ⁸
2009.....	2009 Rescission of Liquidating Cash (2,231,259) ⁹
2010.....	2010 Rescission of Liquidating Cash (6,415,501)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....

¹ Transferred to the newly established FMCSA from Federal-Aid Highways. (With the enactment of P.L. 106-159, the account again includes funding for Motor Carrier Research)

² Enacted 0.22% rescission pursuant to Public Law 106-554

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

⁴ Enacted rescission pursuant to P.L. 107-206

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

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

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

⁸ Rescission of prior year carryover P.L. 110-161

⁹ Rescission of prior year carryover P.L. 111-8

8th TAB

Section 4: Research, Development, and Technology

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

	FY 2017 ACTUAL	FY 2018 Annualized CR	FY 2019 Request	FY 2019 Applied	FY 2019 Development
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION					
Motor Carrier Safety	11,668	11,911	11,978	7,173	600
A. Produce Safe Drivers	4,060	3,245	3,200	2,600	600
1. Produce Safe Drivers	3,810	2,645	2,600	2,000	600
2. Produce Safe Drivers (T)	250	600	600	600	
B. Improve Safety of Commercial Vehicles	2,385	2,831	2,831	2,831	0
1. Improve Safety of Commercial Vehicles	1,225	1,750	1,750	1,750	0
2. Improve Safety of Commercial Vehicles (T)	1,160	1,081	1,081	1,081	
C. Produce Safer Carriers	1,538	1,067	1,067	917	0
1. Produce Safer Carriers	905	917	917	917	0
2. Produce Safer Carriers (T)	633	150	150		
D. Advanced Safety Through Info-Based Initiatives	500	1,150	1,150	0	0
1. Advanced Safety Through Info-Based Initiatives	0	0	0	0	0
2. Advanced Safety Through Info-Based Initiatives	500	1,150	1,150		
E. Enable and Motivate Internal Excellence	697	825	825	825	0
1. Enable and Motivate Internal Excellence	447	825	825	825	0
2. Enable and Motivate Internal Excellence (T)	250	0	0		
F. Administrative Expenses (GOE)	2,685	2,793	2,905		
Subtotal, Research & Development	9,072	8,930	8,997	5,492	600
Subtotal, Technology Investment (T)	2,793	2,981	2,981	1,681	0
Subtotal, Facilities (F)	0	0	0		
Total FMCSA	11,865	11,911	11,978	7,173	600
R&T Funding	9,180	9,118	9,073	7,173	600

