



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2020

FEDERAL MOTOR
CARRIER SAFETY
ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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**FISCAL YEAR 2020 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

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SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS
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Section 1 – Administrator’s Overview

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION FISCAL YEAR 2020 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) requests \$675.8 million for fiscal year (FY) 2020 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’s 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, and financial assistance.

In FY 2020 this request for \$675.8 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:

- Motor Carrier Safety Operations and Programs: \$288 million; and
- Motor Carrier Safety Grants: \$387.8 million.

As data is the critical commodity FMCSA brings to the safety mission, the systems that carry that data to and from the field and our state partners are critically important. 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. In FY 2020 FMCSA will continue to work closely with the Office of the Secretary of Transportation’s (OST) Chief Information Officer (CIO) to integrate FMCSA’s systems into the OST CIO shared vision for IT, including Department-wide shared services where possible, and increasing collaboration for future architecture.

The FY 2020 budget aligns FMCSA with the Department of Transportation’s key priorities: safety, infrastructure, innovation, and regulatory reform for the American public. In line with these priorities FMCSA will: 1) highlight activities for elimination and replace them with risk-based programs that reduce the burden on industry while maintaining the safety of our roads; 2) continue execution of its border facility modernization program in coordination with the General Service Administration and Customs and Border Patrol, creating a safe working environment for inspectors and meeting mission safety standards; and 3) continue to work with state partners to maximize the safety impact of all of our grant programs.

Motor Carrier Safety Operations and Programs

The requested \$288 million funds for Agency programs providing the data necessary to effect positive change and spur innovation. These resources allow highly-trained employees with decades of institutional and industry knowledge to help improve the safety of operations, and to identify unsafe operators that threaten the lives of the traveling public. 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 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. FMCSA will work in FY 2019 to find the best options for support platforms for functions such as information technology and procurement and develop implementation plans for FY 2020.

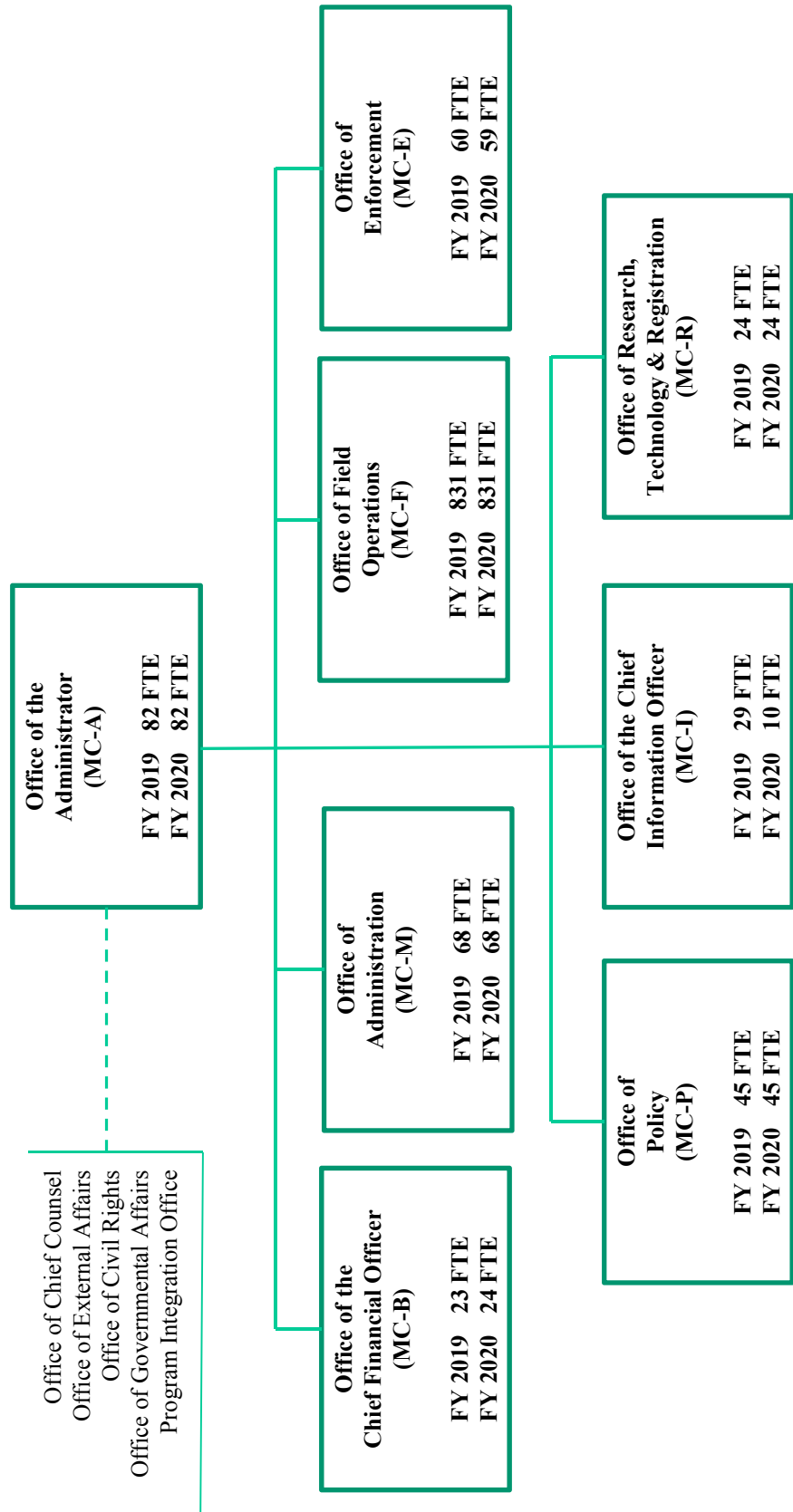
Motor Carrier Safety Grants

The \$387.8 million FMCSA is requesting for FY 2020 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 6 million commercial driver's license holders, FMCSA executes its mission by partnering with State and local agencies, training providers, and other entities to improve commercial motor vehicle safety. Pursuant to the FAST Act, FMCSA will continue to streamline the Motor Carrier Safety Grants program to allow for a more efficient use of grant funds and provide State partners with increased flexibility to tailor funding requests based on local needs.

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.

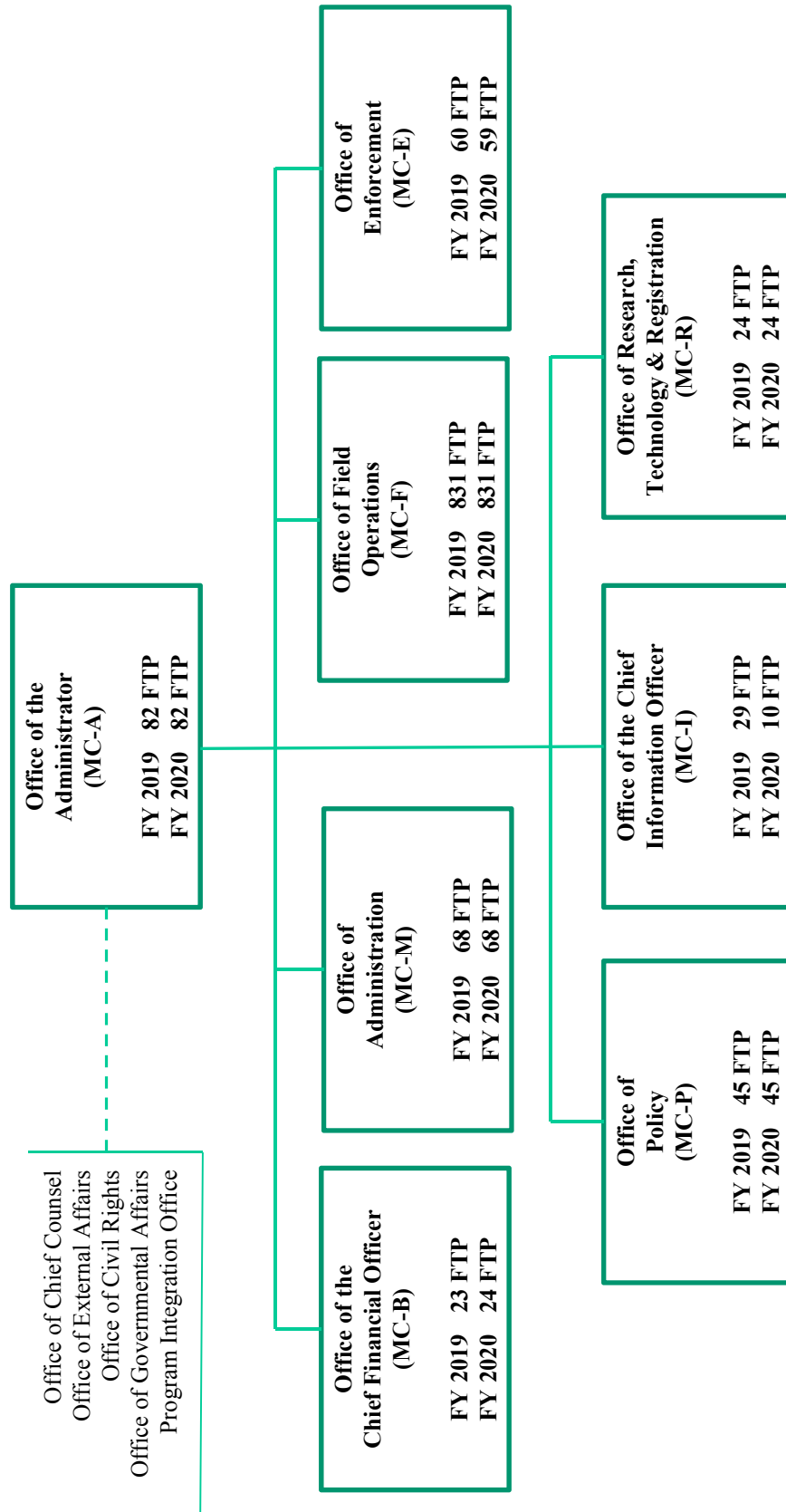
FMCSA is confident this budget proposal contains the operational and grant resources needed to continue FMCSA's efforts to protect the traveling public who use our Nation's roadways every day, save lives, and help keep the motor carrier industry safe as it serves the American people.

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



Total FY 2019 Estimate: 1,162 FTE
 Total FY 2020 Request: 1,143 FTE*
 *19 reduction in CIO to OST WCF

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



Total FY 2019 Estimate: 1,162 FTP
 Total FY 2020 Request: 1,143 FTP*
 *19 reduction in CIO to OST WCF

EXHIBIT II-1
FY 2020 Comparative Statement of New Budget Authority
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

ACCOUNT NAME	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 ENACTED	FY 2020 REQUEST
Motor Carrier Safety Operations and Programs				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	\$ 283,000	\$ 284,000	\$ 284,000	\$ 288,000
Liquidation on Obligation	\$ (283,000)	\$ (284,000)	\$ (284,000)	\$ (288,000)
Rescission				
Motor Carrier Safety Grants				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	\$ 374,800	\$ 382,800	\$ 382,800	\$ 387,800
Liquidation on Obligation	\$ (374,800)	\$ (382,800)	\$ (382,800)	\$ (387,800)
TOTAL LIQUIDATION OF CONTRACT AUTHORITY	\$ 657,800	\$ 666,800	\$ 666,800	\$ 675,800
TOTAL LIMITATION ON OBLIGATIONS	\$ (657,800)	\$ (666,800)	\$ (666,800)	\$ (675,800)
Appropriations				
Rescissions				

EXHIBIT II-2
FY 2020 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNT NAME	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 ENACTED	TOTAL REQUEST
Motor Carrier Safety Operations and Programs				
Operating Expenses	\$ 283,000	\$ 283,000	\$ 284,000	\$ 288,000
Research and Technology	\$ 239,103	\$ 239,103	\$ 240,103	\$ 278,927
Autonomous Vehicle	\$ 9,073	\$ 9,073	\$ 4,473	\$ 9,073
Information Management	\$ -	\$ -	\$ 4,600	\$ -
	\$ 34,824	\$ 34,824	\$ 34,824	\$ -
Motor Carrier Safety Grants				
Motor Carrier Safety Assistance Program (MCSAP)	\$ 561,800	\$ 374,800	\$ 382,800	\$ 387,800
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 298,900	\$ 298,900	\$ 304,300	\$ 308,700
High Priority Activities Program (HPAP)	\$ 1,000	\$ 1,000	\$ 2,000	\$ 1,000
Commercial Drivers' License (CDL) Program Implementation Program	\$ 43,100	\$ 43,100	\$ 44,000	\$ 44,900
Modernization and maintenance of border facilities	\$ 31,800	\$ 31,800	\$ 32,500	\$ 33,200
Highly Automated Vehicle Research and Development (HAV)	\$ 87,000	\$ -	\$ -	\$ -
	\$ 100,000	\$ -	\$ -	\$ -
TOTAL:	\$ 844,800	\$ 657,800	\$ 666,800	\$ 675,800

EXHIBIT II-3
FY 2020 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	\$ 193,379	\$ -	\$ 2,441	\$ 92,180	\$ 288,000
Operating Expenses	\$ 184,806		\$ 2,441	\$ 91,680	\$ 278,927
Research and Technology	\$ 8,573			\$ 500	\$ 9,073
Motor Carrier Safety Grants	\$ 362,615	\$ -	\$ 25,185	\$ -	\$ 387,800
Motor Carrier Safety Assistance Program (MCSAP)	\$ 308,700				\$ 308,700
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 1,000				\$ 1,000
High Priority Activities Program (HPAP)	\$ 24,695		\$ 20,205		\$ 44,900
Commercial Drivers' License (CDL) Program Implementation Program	\$ 28,220		\$ 4,980		\$ 33,200
TOTAL	\$ 555,994	\$ -	\$ 27,626	\$ 92,180	\$ 675,800

EXHIBIT II-4
FY 2020 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

ACCOUNT NAME	M / D	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 ENACTED	TOTAL REQUEST
Motor Carrier Safety Operations and Programs	M				
Operating Expenses		\$ 283,000	\$ 284,000	\$ 284,000	\$ 288,000
Research and Technology		\$ 239,103	\$ 240,103	\$ 240,103	\$ 278,927
Autonomous Vehicle		\$ 9,073	\$ 9,073	\$ 4,473	\$ 9,073
Information Management		\$ -	\$ -	\$ 4,600	\$ -
		\$ 34,824	\$ 34,824	\$ 34,824	\$ -
Motor Carrier Safety Grants	M				
Motor Carrier Safety Assistance Program (MCSAP)		\$ 374,800	\$ 381,800	\$ 381,800	\$ 387,800
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 298,900	\$ 304,300	\$ 304,300	\$ 308,700
High Priority Activities Program (HPAP)		\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Commercial Drivers' License (CDL) Program Implementation Program		\$ 43,100	\$ 44,000	\$ 44,000	\$ 44,900
Modernization and maintenance of border facilities		\$ 31,800	\$ 32,500	\$ 32,500	\$ 33,200
Highly Automated Vehicle Research and Development (HAV)			\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -
TOTAL:		\$ 657,800	\$ 665,800	\$ 665,800	\$ 675,800
[Mandatory]		\$ 657,800	\$ 665,800	\$ 665,800	\$ 675,800
[Discretionary]					

EXHIBIT II-5
FY 2020 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	<u>M / D</u>	<u>FY 2018 ACTUAL</u>	<u>FY 2019 Annualized CR</u>	<u>FY 2019 ENACTED</u>	<u>FY 2020 REQUEST</u>
Motor Carrier Safety	D	\$ -	\$ -	\$ -	\$ -
National Motor Carrier Safety Program	D	\$ 2	\$ 3	\$ 3	\$ -
Motor Carrier Safety Operations and Program	D	\$ 262	\$ 287	\$ 288	\$ 298
Motor Carrier Safety Grants	D	\$ 317	\$ 391	\$ 364	\$ 510
TOTAL:		<u>\$ 581</u>	<u>\$ 681</u>	<u>\$ 655</u>	<u>\$ 808</u>
[Mandatory]					
[Discretionary]					

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

Motor Carrier Safety Operations and Programs 69-X-8159	Baseline Changes												
	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 Enacted	Annualization of FY 2019 Pay Raises	Annualization of FY 2019 FTE Raises	FY 2020 Pay Raises	One more Compensable Day (262 days)	GSA Rent	WCF Increase/Decrease	Inflation/Deflation	FY 2020 Baseline Estimate	Program Increases/Decreases	FY 2020 Request
PERSONNEL RESOURCES (FTE)													
Direct FTE*	1,122	1,162	1,162			1,162					1,162	(19)	1,143
Other FTE (Offsetting Collection)	23	40	40			40					40	(13)	27
Total FTE	1,145	1,202	1,202			1,202					1,202	(32)	1,170
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits (S&B)	\$144,561	\$145,732	\$147,809				\$560				\$148,369	\$1,475	\$149,844
Travel	\$8,947	\$8,948	\$8,948								\$8,948	\$89	\$9,037
Transportation	\$139	\$141	\$141								\$141	\$1	\$142
GSA Rent	\$20,379	\$21,948	\$21,948								\$21,948	\$219	\$22,167
Communications, & Utilities	\$1,893	\$1,675	\$1,675								\$1,675	\$17	\$1,692
Printing	\$508	\$507	\$507								\$507	\$5	\$512
Contracts	\$48,031	\$43,306	\$42,229								\$42,229	\$3,983	\$46,212
Other Services:													
-WCF*	\$13,157	\$15,356	\$15,356								\$15,356	\$32,460	\$47,816
Supplies	\$688	\$669	\$669								\$669	\$7	\$676
Equipment	\$820	\$821	\$821								\$821	\$8	\$829
Admin Subtotal	\$239,103	\$239,103	\$240,103	\$0	\$0	\$0	\$560	\$0	\$0	\$0	\$240,663	\$38,264	\$278,927
PROGRAMS													
Research and Technology	\$9,073	\$9,073	\$4,473								\$4,473	\$4,600	\$9,073
Autonomous Vehicle	\$0	\$0	\$4,600								\$4,600	(\$4,600)	\$0
Information Management	\$34,824	\$34,824	\$34,824								\$34,824	(\$34,824)	\$0
Programs Subtotal	\$43,897	\$43,897	\$43,897	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,897	(\$34,824)	\$9,073
TOTAL	\$283,000	\$283,000	\$284,000	\$0	\$0	\$0	\$560	\$0	\$0	\$0	\$284,560	\$3,440	\$288,000

*The Office of the Chief Information Officer (OCIO) will continue to provide FMCSA IT shared services and begin to consolidate FMCSA programmatic IT investments centrally in FY 2020. As part of the consolidation of IT functions under the WCF, FMCSA will transfer some FTP supporting IT to the OCIO in FY 2020.

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

	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 Enacted	Baseline Changes					FY 2020 Baseline Estimate	Program Increases/ Decreases	FY 2020 Request
				Annualization of FY 2019 Pay Raises	Annualization of FY 2019 FTE Raises	FY 2020 Pay Raises	One more Compensable Day (262 days)	WCF Increase/ Decrease	Inflation/ Deflation		
Motor Carrier Safety Grants 69-X-8158											
PERSONNEL RESOURCES (FTE)											
Direct FTE											
GRANT PROGRAMS											
Motor Carrier Safety Grants											
Motor Carrier Safety Assistance Program (MCSAP)	\$298,900	\$298,900	\$304,300							\$4,400	\$308,700
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,000	\$1,000	\$2,000							(\$1,000)	\$1,000
High Priority Activities Program (HPAP)	\$43,100	\$43,100	\$44,000							\$900	\$44,900
Commercial Drivers' License (CDL) Program Implementation Program	\$31,800	\$31,800	\$32,500							\$700	\$33,200
Modernization and maintenance of border facilities	\$87,000	\$0	\$0							\$0	\$0
Highly Automated Vehicle Research and Development (HAV)	\$100,000	\$0	\$0							\$0	\$0
Subtotal	\$561,800	\$374,800	\$382,800	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$387,800
TOTAL	\$561,800	\$374,800	\$382,800	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$387,800

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

	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 ENACTED	FY 2020 REQUEST	CHANGE
DIRECT:					
Motor Carrier Safety Operations and Programs*	\$ 13,157	\$ 15,356	\$ 15,356	\$ 47,816	\$ 32,460
TOTAL	<u>\$ 13,157</u>	<u>\$ 15,356</u>	<u>\$ 15,356</u>	<u>\$ 47,816</u>	<u>\$ 32,460</u>

*The Office of the Chief Information Officer (OCIO) will continue to provide FMCSA IT shared services and begin to consolidate FMCSA programmatic IT investments centrally in FY 2020.

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

	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 ENACTED	FY 2020 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>				
Motor Carrier Safety Operations and Programs*	1,122	1,162	1,162	1,143
SUBTOTAL, DIRECT FUNDED	1,122	1,162	1,162	1,143
<u>OTHER--OFFSETTING COLLECTIONS</u>				
Other				
Direct L & I Fee Collection	23	40	40	27
SUBTOTAL, OTHER	23	40	40	27
TOTAL FTEs	1,145	1,202	1,202	1,170

*As part of the consolidation of IT functions under the WCF, FMCSA will eliminate IT FTEs and provide funding through the WCF IT to obtain support through Departmental shared services in FY 2020.

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

	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2019 ENACTED	FY 2020 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>				
Motor Carrier Safety Operations and Programs*	1,141	1,162	1,162	1,143
SUBTOTAL, DIRECT FUNDED	<u>1,141</u>	<u>1,162</u>	<u>1,162</u>	<u>1,143</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>				
Other				
Direct L & I Fee Collection**	61	40	40	27
SUBTOTAL, OTHER	<u>61</u>	<u>40</u>	<u>40</u>	<u>27</u>
TOTAL POSITIONS	<u>1,202</u>	<u>1,202</u>	<u>1,202</u>	<u>1,170</u>

* As part of the consolidation of IT functions under the WCF, FMCSA will eliminate IT FTEs and provide funding through the WCF IT to obtain support through Departmental shared services in FY 2020.

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

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, as amended by the Fixing America's Surface Transportation Act, \$288,000,000, 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 \$288,000,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2020, of which \$9,073,000, to remain available for obligation until September 30, 2022, is for the research and technology program.

Note.—A full-year 2019 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, 2019 (Division C of P.L. 115-245, as amended). The amounts included for 2019 reflect the annualized level provided by the continuing resolution.

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

CONTRACT AUTHORITY ESTIMATES		CONTRACT AUTHORITY	
2006.....	213,000,000	2006.....	213,000,000
2007.....	223,000,000	2006 Rescission of Contract Authority	(2,130,000) ¹
2008.....	228,000,000	2007.....	74,000,000
2009.....	234,000,000	2008.....	228,000,000
2010.....	239,828,000	2008 Rescission of Contract Authority	(1,815,553) ²
2011.....	244,144,000	2009.....	234,000,000
2012.....	276,000,000	2009 Rescission of Contract Authority	(4,839,259) ³
2013.....	250,000,000	2010.....	239,828,000
2014.....	259,000,000	2011.....	244,144,000
2015.....	315,770,000	2012.....	244,144,000
2016.....	329,180,000	2013.....	251,000,000
2017.....	277,200,000	2014.....	259,000,000
2018.....	283,000,000	2015.....	259,000,000
2019.....	284,000,000	2016.....	267,400,000
2020.....	288,000,000	2017.....	277,200,000
		2018.....	283,000,000
		2019.....	284,000,000
		2020.....	288,000,000

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

2005.....	213,000,000
2006.....	223,000,000
2007.....	228,000,000
2008.....	234,000,000
2009.....	239,828,000
2010.....	259,878,000
2011.....	276,000,000
2012.....	250,000,000
2013.....	250,000,000
2014.....	259,000,000
2015.....	315,770,000
2016.....	329,180,000
2017.....	277,200,000
2018.....	283,000,000
2019.....	284,000,000
2020.....	288,000,000

APPROPRIATION

2006.....	213,000,000
2006 Rescission of Liquidating Cash.....	(2,130,000) ¹
2007.....	210,870,000
2008.....	229,654,000 ²
2009.....	234,000,000
2009 Rescission of Liquidating Cash.....	(4,839,259) ³
2010.....	239,828,000
2011.....	239,828,000
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
2015.....	259,000,000
2015.....	12,000,000 ⁶
2016.....	267,400,000
2017.....	266,892,000 ⁷
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 2018	FY 2019	FY 2019	FY 2020	CHANGE
	ACTUAL	Annualized CR	ENACTED	REQUEST	FY 2019-2020
Operating Expenses	\$ 239,103	\$ 239,103	\$ 240,103	\$ 278,927	\$ 38,824
Research and Technology	\$ 9,073	\$ 9,073	\$ 4,473	\$ 9,073	\$ 4,600
Autonomous Vehicle	\$ -	\$ -	\$ 4,600	\$ -	\$ (4,600)
Information Management	\$ 34,824	\$ 34,824	\$ 34,824	\$ -	\$ (34,824)
TOTAL	\$ 283,000	\$ 283,000	\$ 284,000	\$ 288,000	\$ 4,000
FTEs					
Direct Funded	1,122	1,162	1,162	1,143	(19)
Direct L&I Fee Collection	23	40	40	27	(13)

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 FMCSA Regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology with a focus on research regarding highly automated vehicles and related technology, and information technology's information management. The 2020 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.

EXHIBIT III-1a
Motor Carrier Safety Operations and Program (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2019 TO FY 2020
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2019 ENACTED	<u>\$284,000</u>	<u>1162</u>
<u>ITEM</u>	<u>Change from FY 2019 to FY 2020</u>	
Administrative Adjustments to Base:		
Annualization of FY 2019 Pay Raise	\$0	
FY 2020 Pay Raise	\$0	
Compensable Day	\$560	
SUBTOTAL, ADJUSTMENTS TO BASE	\$560	0
PROGRAM REDUCTIONS		
Autonomous Vehicle	(\$4,600)	(19)
Information Management	(\$34,824)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$39,424)	(19)
NEW OR EXPANDED PROGRAMS:		
Salaries and Benefits (S&B)	\$1,475	
Travel	\$89	
Transportation	\$1	
GSA Rent	\$219	
Communications, & Utilities	\$17	
Printing	\$5	
Contracts	\$3,983	
Working Capital Fund	\$32,460	
Supplies	\$7	
Equipment	\$8	
Research and Technology	\$4,600	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$42,864	0
FY 2020 REQUEST	\$288,000	1,143

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

FY 2020 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$10,136	\$10,284	\$10,430	\$10,751	\$321
Program Costs	\$15,682	\$11,480	\$9,403	\$9,800	\$397
Total	\$25,818	\$21,764	\$19,833	\$20,551	\$718
FTE	79	82	82	82	0

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

FMCSA requests \$20.55 million and 82 FTE to fund the Office of the Administrator (MC-A) in FY 2020. 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, Program Integration Office, Office of Governmental Affairs 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 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.

Oversight of the agency's implementation of the FAST Act will continue in FY 2020. 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.

Program Integration Office

The Program Integration Office (PIO) provides strategic program management support for the entire agency, coordinating with senior leadership to achieve 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 the leadership team and other stakeholders informed and engaged. The leadership provided for these project 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. The public benefits from program management and quality management system development via implementation of nationally standardized processes and procedures; reducing programmatic stove pipes and duplicated efforts, all to improve operational efficiency and increase public safety.

Office of Civil Rights

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 2020, 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 claimed rule violations, strict Agency compliance with spending limitations, grant funding oversight, contracting, personnel and employment, legislation, and the development of clear guidance documents for regulated entities.

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

Offices of Governmental Affairs and External Affairs

The Offices of Governmental Affairs and External Affairs will continue to provide leadership to broaden and strengthen interactions with federal, state and local governmental entities, 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 2020, the Offices of Governmental Affairs and External Affairs will continue to provide leadership to the agency and coordinate with the Department on strategic direction, governmental and 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 reducing crashes involving large trucks and buses in a coordinated and efficient manner, aligned with the goals and objectives of the Department.

Program Integration Office (PIO)

The Program Integration Office (PIO), 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.

Offices of Governmental Affairs and 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.

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

FY 2020 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$2,787	\$2,885	\$2,926	\$3,146	\$220
Program Costs	\$6,914	\$7,607	\$7,607	\$7,683	\$76
Total	\$9,701	\$10,492	\$10,533	\$10,829	\$296
FTE	22	23	23	24	1

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

FMCSA requests \$10.83 million and 24 FTE to fund the Office of the Chief Financial Officer (OCFO) in FY 2020. The OCFO responsibilities are outlined in various statutes, regulations and executive orders, including the CFO Act of 1990 and Circular A-11. The OCFO ensures that the FMCSA adheres to the appropriations levels set by Congress while executing the agency's statutory mandates and other mission-critical programs. This office is FMCSA's primary liaison with the Office of Management and Budget, 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; aligns and integrates 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, coupled with transparency and accountability, to enhance communications with internal and external stakeholders and execute mission enabling support services to meet emerging challenges in concert with maintaining a dedicated workforce. These functions provide a disciplined process to ensure effective, efficient, and timely FMCSA operations. OCFO develops and oversees the execution of policies and procedures that account for and control financial and human resources, support continuous performance improvement, ensure the identification and mitigation of risk, leverage emerging technologies, reward innovation, measure outcomes, support ongoing learning, provide equal opportunity, and recognize individual and group performance through financial incentives. Through critical OCFO services, FMCSA can fulfill its mandate to reduce crashes, injuries and

fatalities involving large trucks and buses.

Beginning in FY 2018 and into FY 2020, the OCFO is leading the FMCSA efforts to establish a Leadership Resource Council (LRC) to executive leadership and direction for cross-FMCSA efforts to improve program and administrative efficiency. In FY 2020, the LRC focus shifts to mission support activities towards shared services either internal to DOT or across government. While funding will still be required for many of these services, there may be opportunities for Departmental savings, improved service delivery or reduced cycle time for service delivery. Such efforts may make it possible to repurpose financial resources or personnel toward other mission-critical functions.

The OCFO will continue to work with the Department to operationalize FMCSA's Enterprise Risk Management (ERM) framework to identify, prioritize, and manage a broad spectrum of risks, including challenges and opportunities, into an enterprise-wide, strategically-aligned portfolio view to accomplish strategic initiatives, sustain operations and achieve mission objectives and goals. This disciplined ERM protocol will assist FMCSA leadership to analyze, refine, and develop mitigation strategies for improving program effectiveness and optimizing limited resources.

In FY 2020, the OCFO will increase 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 Act (GONE Act); Digital Accountability and Transparency Act (DATA Act) reporting of reliable, clean data for government transparency that supports cross-government efficiency initiatives; E-Invoicing implementation to support compliance for the Improper Payments, Eliminations and Recovery Act (IPERA) requirements; and accounting system financial report re-engineering, through the Oracle Business Intelligence Enterprise Edition (OBIEE) to enhance financial management reconciliation and reporting activities.

Over half (57%) of the overall FMCSA funding directly supports States and FMCSA safety partners through its formula and discretionary 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 Grants Management Office within the OCFO to adhere to all Federal regulations in its grants process ensures that the more than \$300 million distributed by FMCSA each year funds the State level programs, in addition to the approximately \$75 million awarded on a competitive basis, result in tangible results that support the FMCSA mission. FMCSA grants resource activities carried out by every State in the country, as well as Washington, D.C. and U.S. territories, support work that address safety issues with the goal of reducing the risk of fatalities due to truck and bus crashes, consistent with FMCSA's enabling legislation. The grants program is of the highest priority of FMCSA and requires continued focus on employee expertise, process improvements and grant financial and program reporting.

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, data discovery and risk mitigation. Through the use of RMT-enabled data analysis, organizational leaders can target resources towards their greatest needs maximizing risk reduction. Within the OCFO RMT provides on-demand updates to FMCSA obligation rates and provides leadership a quick view to monitor mission spending during the full budget execution cycle to help prevent capability gaps and ensure strong funds management. The FY 2020 funding for RMT is sustained at the FY 2019 level as the focus of the activity moves to refine current data views. 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 more refined 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 Enterprise Service Center in Oklahoma City, OK. Using the Delphi Financial Systems, FMCSA's accounting system of record, and collaborating with the ESC, the OCFO produces financial statements, acts as audit liaison for financial reporting activities, reviews/audits, records, analyzes, and reconciles Accounts Payable and Accounts Receivable financial transactions, and provides oversight management of the agency's travel card program as well as 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. Properly aligning transactional information to address customer needs is the cornerstone of OCFO operations.

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 Circular A-123. The OIA is a preventative control that provides value primarily through giving objective assurance that key control functions are operating effectively and the control framework surrounding business and mission activities is effective. 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 and stewardship of American tax dollars invested in FMCSA's programs and operations. The sustained resources and efforts of the OCFO provides audit-ready financial data made available through "E-Gov" initiatives across government and through other reporting methods that often become available to the public for transparency and accountability. The resources to provide financial systems and experienced personnel directly improve FMCSA's ability to review program performance and provide assurance to the public that federal resources are effectively managed. The early accountability successes within OCFO like the early implementation of the GONE Act, development of the ERM framework, and data analysis using RMT, are examples of FMCSA's dedication to transparent government with a goal towards safe operation of the motor carrier industry and the safety of the American public.

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

FY 2020 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$6,715	\$7,525	\$7,632	\$7,735	\$103
Program Costs	\$5,039	\$5,040	\$5,040	\$7,448	\$2,408
Total	\$11,754	\$12,565	\$12,672	\$15,183	\$2,511
FTE	58	60	60	59	(1)

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

FMCSA requests \$15.18 million and 59 FTE for the Office of Enforcement (MC-E) in FY 2020. MC-E executes the agency's safety mission through delivery of enforcement and compliance policies and programs on more than four 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, promotes 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 13,000 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 2020, FMCSA will continue working with the State Driver's Licensing Agencies to ensure that the States are prepared to accept training completion 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, in FY 2020, 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 2020 represents year two of the planned three-year FAST Act required pilot program for under 21-year-old military drivers and the implementation of the Military CDL waiver regulations.

To address the commercial driver shortage, in FY 2020 the Agency will be also be implementing a broader pilot program to assess the safety performance of 18 to 20-year-old drivers, without military experience, when operating CMVs in interstate commerce. Resources will be used for vetting and monitoring the participating motor carriers and drivers. A portion of the increased funding will be used to support the extensive collection of safety performance data throughout this pilot program and to conduct data analysis.

Grants Program Management

MC-E is responsible for establishing the funding priorities and evaluation criteria for the Motor Carrier Safety Assistance Program (MCSAP) formula grant, which provide significant, annual financial support to lead agencies within each States and U.S. territory to establish and manage a dedicated CMV safety enforcement program. The MCSAP grant supports a range of critical State law enforcement activities, from the inspections of CMVs and drivers, to traffic enforcement in high-crash corridors, as well as interventions and enforcement activities to remove unsafe companies, drivers and vehicles from the roadways. In FY 2020, all MCSAP States will be fully implementing the Performance Registration Information Systems Management program, a safety program focused on identifying and removing those motor carriers who attempt to illegally operate while under a Federal Out-of-Service Order. The Agency will begin working with the States for enhanced participation that includes denying vehicle registration.

MC-E also oversees the High Priority (HP) discretionary, or competitive, grant program, which is focused on supporting CMV safety initiatives that are national in scope, increase public awareness and education, demonstrate new technologies, and reduce the number and rate of CMV crashes.

The Office also manages the CMV Operator grant program, which prioritizes funding to educational institutions to train members of the military and their family members to become commercial truck drivers; and the CDL Program Improvement grants, which support States' compliance with the national CDL standards.

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 and collect data for improving how we address safety.

In FY 2020, the Office of Enforcement will be working to implement the final rule that updates 49 CFR part 350, as required by the FAST Act, and updates the MCSAP funding formula.

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 a crash rate that is 3.7 times higher than the national average. FMCSA must take prompt action on these carriers to address safety deficiencies and reduce crash risks.

In FY 2020, MC-E will continue implementing recommendations received in the National Academy of Sciences Correlation Study regarding FMCSA's Safety Measurement System. During this year, the agency will dedicate resources to implementing the Item Response Theory models developed and tested in FY 2019 to identify motor carriers accurately with a fully documented and reproducible methodology.

There is no decrease in support of MC-E activities as the Information Management (IM) funding for enforcement systems, beginning in FY 2020, 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, HP, 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 3.5 million inspections are conducted on CMVs and almost 40,000 new entrant audits are completed each year. 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.

The HP grant program provides funding to support CMV safety initiatives that are national in scope, increase public awareness and education, demonstrate new technologies, and reduce the number and rate of CMV crashes. Examples of projects funded under the HP grant include high-visibility traffic enforcement strike forces in work zones and other high-crash corridors, with a focus on reducing

aggressive driving, fatigued driving, and distracted driving. Other examples include the purchase of equipment and innovative technology to identify and remove those CMV operators attempting to operate illegally while under a Federal out-of-service order. Activities such as these demonstrate the effectiveness of such CMV safety strategies, and are then shared with State and local law enforcement agencies throughout the Nation in an effort to implement the most efficient and effective strategies to reduce CMV crashes.

FMCSA's enforcement and compliance programs will continue to prioritize identification of high-risk companies that show patterns of non-compliance across the safety management and consumer protection areas so that they can be promptly investigated. Through implementation of the Item Response Theory modeling, the agency's prioritization methodologies will be improved so that FMCSA can more accurately identify those carriers at risk for crashes and intervene before crashes occur. Building on the agency's Crash Preventability Demonstration Program that began in August 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. FY 2020 funding would be used to complete analysis and initiate IT system changes needed to implement an appropriate program.

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. In addition, MC-E will be implementing changes to address the National Academy of Sciences' recommendations to increase data and improve access to the Motor Carrier Management Information System data 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 be operating 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).

Improved Consumer Protection

The Office of Enforcement intervened in 281 "hostage goods" cases resulting in 66 enforcement actions, in FY 2017, the most recent year for which complete data exists. Through the Office of Enforcement, programs that protect household goods shippers are implemented. 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.

In addition, MC-E is responsible for the Agency's National Consumer Complaint Database (NCCDB) which collects complaints on household goods moves, complaints from consumers who travel on motorcoaches, and coercion and harassment complaints from drivers. The NCCDB receives approximately 9,802 complaints annually MC-E 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. Additionally, coercion and harassment complaints are each reviewed and addressed and other complaints are used when conducting interventions with motor carriers.

This office is also responsible for the new entrant safety audit program for approximately 40,000 new interstate motor carriers each year. MC-E oversees a call center that is the first point of contact for new carriers requiring an audit. By centralizing information, State audit resources can focus on conducting audits, rather than providing administrative support to the new companies. For the past seven years, FMCSA has contracted with an AbilityOne non-profit organization to provide this support.

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 Look Before You Book program encourages consumers not to make purchasing decisions based on the lowest cost, but instead review the company's safety and compliance histories in making these decisions.

Additionally, MC-E is responsible for reviews of motorcoach operators to ensure compliance with the Americans with Disabilities Act. In FY 2017, 111 reviews were conducted, additional investigators were trained and outreach presentations were given.

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. Taken in total, these programs improve safety and provide the public with safer roadways while allowing for the delivery of goods and services to the public.

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

FY 2020 – General Operating Expenses – Budget Request

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Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$104,778	\$104,220	\$105,705	\$108,949	\$3,244
Program Costs	\$7,983	\$7,983	\$7,983	\$8,063	\$80
Total	\$112,761	\$112,203	\$113,688	\$117,012	\$3,324
FTE	802	831	831	831	0

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

FMCSA requests \$117.01 million and 831 FTE to fund the Office of Field Operations (MC-F) in FY 2020. 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 focus on preventing crashes and injuries by removing unsafe motor carriers, drivers and vehicles from the nation's highways. MC-F 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 of 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. MC-F provides 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 nearly 15,000 investigations and over 14,000 terminal reviews, with
 - More than 96% of high-risk carriers investigated within 90 days of identification
 - More than 1,500 passenger carrier investigations
 - More than 200 high-profile household goods investigations
 - More than 1,800 hazardous materials investigations
- Performs more than 36,000 new entrant safety audits
- Serves more than 5,600 civil penalty notices totaling over \$80 million

- Issues over 15 Imminent Hazard Out of Service orders shutting down carriers or drivers presenting an imminent threat to public safety
- Conducts over 420,000 commercial zone inspections along the southern border
- Conducts nearly 8,000 inspections on Mexico-domiciled long-haul commercial vehicles and drivers crossing the border into the interior United States
- Conducts hundreds of outreach activities to promote safe operations
- 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 extensive 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 and 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 6 million in calendar year 2017. Co-located for the most part with the U.S. Customs and Border Protection (CBP), MC-F has a presence at 28 Ports of Entry from Brownsville, TX to San Diego, CA, which includes large trucks hauling internal cargo and large passenger carriers. These ports are staffed by 126 federal commercial vehicle safety inspectors, completing over 286,000 vehicle and driver inspections in FY 2018. While the Department of Homeland Security, CBP, focus on security, 156 FMCSA members support these safety efforts through the established motor carrier safety programs such as new entrant and compliance reviews. MC-F inspectors ensure Mexico-domiciled companies, drivers and vehicles operating in the United States are meeting the standards required to operate safely. 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 20%.

MC-F investigates high-risk carriers 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 nearly four 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 double the rate of 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 2020, Field Operations will continue to implement efficiencies in 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 headquarters 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 provides a foundation to ensure MC-F has access to timely and accurate data and fully functioning data systems. Such access is essential to support MC-F in responding to risks posed to the public by unsafe operators.

In FY 2020 the Office of Field Operations will continue to support the implementation of efficiencies in enforcement and compliance policies and procedures including:

- Establishing baseline metrics to track and ensure 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;
- Deploy tools to decrease the burden on motor carriers during investigations through a remote electronic document upload process;
- Execute outreach and training to staff, State officials, and motor carriers on compliance with Electronic Logging Device rule and Agriculture exemptions;
- Utilize program analysts to monitor carrier performance and prioritize investigative activities based on risk;
- Deploy tools to ensure consistency in 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 nationwide. Businesses benefit when regulations are uniformly applied.

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

FY 2020 – General Operating Expenses and Information Management – Budget Request

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Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$3,674	\$3,637	\$3,689	\$1,311	(\$2,378)
Program Costs	\$11,152	\$11,452	\$11,452	\$47,086	\$35,634
Information Management	\$34,824	\$34,824	\$34,824	\$0	(\$34,824)
Total	\$49,650	\$49,913	\$49,965	\$48,397	(\$1,568)
FTE	28	29	29	10	(19)

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

FMCSA requests \$48.40 million and 10 FTE to fund the Office of the Chief Information Officer (MC-I) in FY 2020. MC-I provides oversight to all Information Technology (IT) programs but management of all IT is shifting to the shared service model across the Department of Transportation and the loss of personnel reflect that transition. The FY 2020 President's Budget consolidates all IT spending into one-year funds as the Office of the Secretary (OST) Chief Information Officer (CIO) leads all Departmental efforts needed for IT system procurement and development; there is no loss of Information Technology resources. With the Departmental leading the effort for all system development there are increased opportunities for using the same foundational development for multiple systems and more unique system development and enhancements can be done on a shorter cycle-time eliminating the need for multi-year appropriations.

FMCSA's Chief Information Officer (CIO) collaborated with the OST CIO to develop, implement, and maintain the 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 data access 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.

The following provides an overview of investments, projects and activities that will continue to be supported:

- Continue OST CIO transformation initiatives to identify stakeholder requirements and current business process analysis, define current IT architecture analysis and mapping and execute proposed future IT enterprise architecture and transformation roadmap.
- Unified Registration System (URS) - Development of the new URS on-line registration system is managed by the OCIO and the Office of Registration and Safety Information using funds collected for registration and licensing programs. The new URS will streamline and FMCSA registration into a single process and serve as a clearinghouse and depository of information on all entities regulated by the Agency, including motor carriers, brokers, freight forwarders, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants/holders, and cargo tank manufacturing and repair facilities.
- Integrated Inspection Management System (IIMS) – Start development of IIMS which enables roadside inspectors to make informed inspection selections by providing accurate, real-time data seamlessly sourced from numerous inspection systems including but not limited to Aspen, Inspection Selection System (ISS), Query Central (QC), Commercial Driver’s License Information System (CDLIS), Safety and Fitness Electronic Records (SAFER), Performance and Registration Information Systems Management (PRISM), SAFETYNET, Motor Carrier Management Information System (MCMIS), DriveWyze, PrePass, Compliance Analysis and Performance Review Information (CAPRI).
- Drug and Alcohol Clearinghouse – In FY 2020, the Office of Enforcement in coordination with the CIO will be completing implementation of the Drug and Alcohol Clearinghouse testing. The final rule’s economic analysis estimated that crashes will be reduced by at least nine percent, as a result of this new program.
- Training Provider Registry (TPR) – FMCSA’s final entry level driver training (ELDT) rule requires a TPR and associated web site, and became effective in February 2017 with a compliance date of February 2020. The TPR web site will provide users access to the TPR and information about the ELDT program, assist with identifying qualified training programs for drivers, and collect and report training completion information to State Driver Licensing Agencies.
- National Registry of Certified Medical Examiners –In FY 2020 FMCSA will deploy functionality for medical examiners to transmit medical certificate information directly to FMCSA daily, as required by MAP-21. The Agency will be able to transmit medical certificate information for CDL holders to the State Driver

Licensing Agencies which will eliminate paper waste, reduce opportunities for falsification throughout the process, and reduce costs for State Driver Licensing Agencies.

- Maintain and enhance both internal and external FMCSA websites.

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 collaborating with OST CIO to create a Department-wide IT environment that innovatively delivers services, dynamically responds to evolving business requirements, and more tightly integrates its business processes. 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.

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

FY 2020 – General Operating Expenses – Budget Request

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Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$7,855	\$8,527	\$8,650	\$8,915	\$265
Program Costs	\$39,044	\$40,445	\$41,445	\$39,434	(\$2,011)
Total	\$46,899	\$48,972	\$50,095	\$48,349	(\$1,746)
FTE	66	68	68	68	0

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

FMCSA requests \$48.35 million and 68 FTE to fund the Office of Administration (MC-M) in FY 2020. MC-M provides the infrastructure and administrative services required to support FMCSA's ability to carry out its safety mission. The Office of Administration 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 Administration 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 Administration 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 Administration 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.

In FY 2018 FMCSA began a pilot program of acquisition shared services with the Federal Highway Administration (FHWA). Together the contracting professionals of FMCSA and FHWA work together 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 pilot will become an established shared service program in FY 2020 that provides procurement support activities across FMCSA and FHWA include: 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. In FY 2020 MC-M will sustain internal control standardization throughout the procurement process by providing contracting staff continuous professional development, warrant authority, and the Federal Acquisition Institute (FAC) professional certification and training. MC-M will also provide administrative oversight and certification guidance for the Agency's Contracting Officer's Representatives as well as Program and Project Managers to ensure the Agency receives maximum value for its contract funding.

MC-M provides crucial services to the agency through 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 Highway Administration and Customs and Border Patrol on options for shared space to reduce overhead costs for all.

- 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 2020, FMCSA has expiring leases in nine locations expected to result in relocations; sustainment of the FAST Act funding level is required to support these 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.

- 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 the approximately 2,000 valid FOIA, Paperwork Reduction Act, and Privacy Act activities in a timely manner. 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. (160). 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 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 reduction in space for the next three years 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 of existing space and lower energy usage and reduce the overall operating expenses for the space. FMCSA will continue working with GSA on improving inspection facilities by the southern border. In FY 2020 FMCSA plans to obligate at least \$11 million of the previously appropriated border facilities funds.
- The lease on the New Jersey Avenue Headquarters building expires in FY 2021. MC-M needs to complete a study on restacking for the FMCSA 6th floor space with design options for layout for systems furniture and offices and corresponding costs. This will enable FMCSA to implement the DOT space standard; address anticipated recommendations from the DOT Workplace Evolution Workgroup; and support the overall DOT National Capital Region Strategic Plan for 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 percent 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 2020 include implementation of an improved hiring process by: refining recently established standardized recruitment protocols nationwide; utilizing a new position and vacancy tracking systems, and imposing new tools for tracking FTE across the agency. Also, planned for FY 2020 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 of which, over 90% 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 2020, 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 2020 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. Additionally, 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 making the nation’s roadways safer for the American public.

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

FY 2020 – General Operating Expenses – Budget Request

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Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$5,575	\$5,644	\$5,724	\$5,900	\$176
Program Costs	\$4,803	\$5,439	\$5,439	\$5,493	\$54
Total	\$10,378	\$11,083	\$11,163	\$11,393	\$230
FTE	44	45	45	45	0

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

The Office of Policy (MC-P) requests \$11.39 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, seizure, and hearing standards, operating a National Registry of Certified Medical Examiners, operations of the Medical Review Board and the Motor Carrier Safety Advisory Committee, implementation of the Entry Level Driver Training program, and conducting program evaluations.

Autonomous Vehicle Technology Support

In FY 2020, MC-P will have three FTP that focus more than 50 percent of their efforts on the safe integration of highly autonomous commercial vehicles. FMCSA expects to manage a significant workload regarding exemption requests related to autonomous vehicle operational

tests. 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 related to pilot and exemption programs regarding the safety operational impacts of automated driving systems will be invaluable in making informed decisions on future public policy.

Regulatory Reform and Impact Analyses

MC-P sustains regulatory reform and development activities in FY 2020 at the FY 2019 resource levels and focuses on implementation of safety improvements with requirements that are clear, simple, fair, reasonable, and necessary. The agency is required by statute and Executive Order to consider the costs and benefits of its regulatory actions with an emphasis on regulations that provide cost-effective solutions to safety challenges. In support of the Secretary's priorities, 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 analyzes data on information collection burdens and lost opportunity costs related to specific regulations in contrast to the relative safety benefits. If data or information exists indicating a rule is unnecessary and provides no discernible safety benefit, FMCSA will work towards the elimination of the requirement. In FY 2018, FMCSA initiated deregulatory actions to reduce compliance costs by approximately \$500 million annually.

FMCSA also provides guidance to assist the industry and enforcement community in achieving a common understanding of 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.

Medical Qualifications of Drivers

The FMCSA Medical Program promotes safety on America's roadways through the promulgation and implementation of medical regulations, guidelines, and policies to ensure commercial drivers are physically qualified to operate a CMV. The agency establishes minimum medical qualification standards for approximately eight million CMV drivers, including over four million active CDL holders. FMCSA executes a comprehensive medical oversight program with the assistance of the agency's Medical Review Board, including evaluation of the current medical certification process and successful implementation of key initiatives such as the National Registry of Certified Medical Examiners (National Registry) through which more than 57,000 healthcare professionals have completed mandatory training and testing concerning the agency's medical standards and driver certification procedures.

These medical professionals have conducted more than 19 million examinations since May 21, 2014 (the day the program was implemented) and identified more than 208,000 individuals who were medically unqualified to operate CMVs. Over 227,000 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.

The Medical Program also includes management of exemptions for drivers who have a vision impairment in one of their eyes; 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 Skill Performance Evaluation 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.

Policy Program Support

In addition to the medical exemption program, MC-P evaluates requests for waivers, exemptions, and pilot programs related to vehicle safety equipment, driver qualification standards, and motor carrier operations. Subject matter experts review the requests 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. MC-P resources also support the development of the agency's strategic and performance plans, monitoring activities, and evaluating accomplishments against established plans, goals and objectives ensuring agency compliance with the Government Performance and Results Modernization Act. 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. FMCSA has outstanding working relationships with these oversight agencies and has worked collaboratively over the past several years to implement their recommendations to improve safety and operational effectiveness and efficiency. FMCSA has closed 75 open recommendations since FY 2015 (OIG – 10, GAO – 14, NTSB – 51.)

Medical Review Board (MRB)

The MRB, an advisory committee operating in accordance with the provisions of the Federal Advisory Committee Act (FACA) advises the agency on evidence based rulemaking and guidance development through 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, 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 advice provided by the MRB enables the agency to establish sound regulations and guidance for physical and mental qualification 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 also operates in accordance with the provisions of the FACA and was established to provide FMCSA with advice and recommendations on motor carrier safety programs and safety regulations. 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.

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

The programs and activities of MC-P cover a multitude of issues that impact commercial motor vehicle safety. 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 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 Evaluation, Development, and Reform activities are collaborative efforts 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.

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

FY 2020 – General Operating Expenses and Research and Technology – Budget Request

(\$000)

Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY 2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Salaries and Expenses	\$3,041	\$3,010	\$3,053	\$3,147	\$94
Program Costs	\$3,925	\$3,925	\$3,925	\$4,066	\$141
Research and Technology	\$9,073	\$9,073	\$9,073	\$9,073	\$0
Total	\$16,039	\$16,008	\$16,051	\$16,286	\$235
FTE	23	24	24	24	0

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

FMCSA requests \$16.29 million and 24 FTE to fund the Office of Research, Technology and Registration (MC-R) in FY 2020 to conduct safety research and statistical analysis and provide registration support. MC-R is requesting \$141 thousand in additional funds in FY 2020 to accommodate for inflation and to improve and enhance the Agency's crash data collection and analysis efforts. Additional funds will be used to implement the innovative recommendations from the Post-Accident Reporting Advisory Committee established by the Fixing America's Surface Transportation Act, 2015 (FAST Act) and to enhance the Agency's capacity to receive and analyze State-level electronic crash data in collaboration with the National Highway Traffic Safety Administration (NHTSA).

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 crashes, injuries, and fatalities involving commercial motor vehicles (CMVs) on the Nation's highways. The program focuses on:

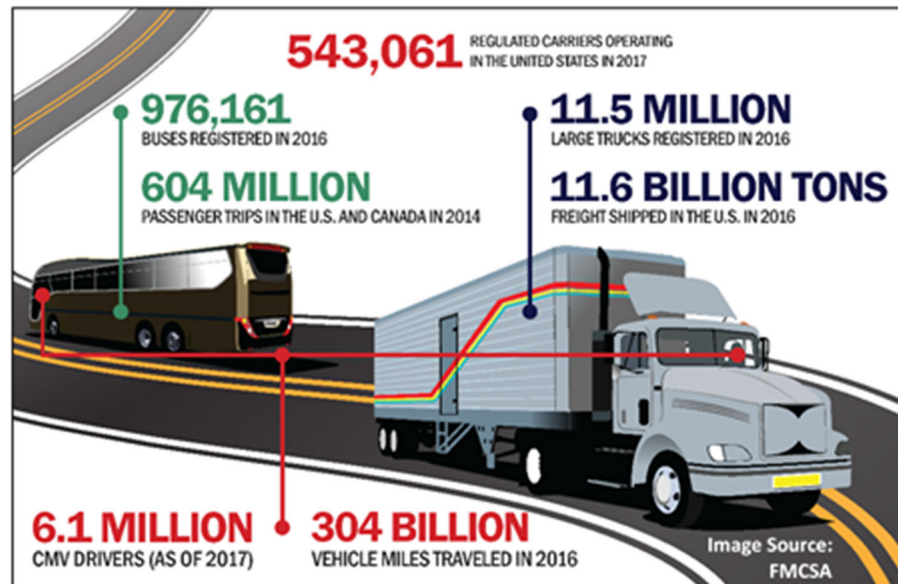
- Enhancing the safety and efficiency of motor carriers, commercial drivers, and CMVs;
- Improving technology used by enforcement officers when conducting inspections and interventions to increase efficiency and information transfer; and
- Increasing the safety and security of hazardous materials transportation.

The R&T Program empirically answers research questions related to the overall Departmental

goals of Safety, Innovation, Accountability, and Infrastructure (as described in the USDOT Strategic Plan for FY 2018-2022, pages 5-6). 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 testing platooning and automated CMV technologies to developing crash countermeasures for CMV drivers.

Statistics and Analysis

The Statistics and Analysis Program provides the lynchpin for FMCSA's strategic focus area of "comprehensive data utilization and leveraging technology." 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



The Statistics and Analysis Program collects and analyzes data on more than 540,000 regulated carriers, approximately 6.1 million CMV drivers, and an estimated 165,000 reportable crashes involving large trucks and buses.

performance and determine any appropriate enforcement actions. In support of Agency registration activities (which are primarily funded by an offsetting collection of licensing and insurance fees and thus are not addressed in this budget request), the program performs the data analysis required for the congressionally-mandated self-insurance program.

FY 2018-2019 R&T Program Initiatives:

FMCSA's R&T activities have two key focus areas: 1) producing safer drivers, carriers, and vehicles, and 2) CMV research and development to facilitate the safe integration of automated driving systems (ADS) into the Nation's roadways. Some specific FY 2018/2019 program activities include:

- **Research to Examine Crash Factors and to Provide Strategic Direction for Developing and Testing Crash Countermeasures:** Working with NHTSA and the Federal Highway Administration (FHWA), FMCSA will examine existing USDOT-collected crash data and augment these data by linking to State or commercially-available data sources. Researchers will examine naturalistic driving data, including newly acquired data from more than 8,000 large truck crashes, to gain a better understanding of the driver behaviors that precipitate a crash.
- **Military Under-21 CMV Driver Pilot Program:** This congressionally-mandated pilot

program will allow drivers under the age of 21 with military driver training and experience to operate a CMV in interstate commerce. Participating drivers' safety data will be collected and assessed during the program. This research could have important implications for the motor carrier industry, helping to expand the driver pool.

- **FMCSA's Automated CMV Evaluation (ACE) Program:** FMCSA's ACE Program will evaluate the safety performance of truck platoons and automated CMV applications. Initial evaluations will be conducted on a specialized test track at the U.S. Army's Aberdeen Test Center, in collaboration with FHWA.
- **Accelerating Adoption of Advanced Driver Assistance Systems (ADAS):** FMCSA is working with industry and others to expedite the adoption of automatic emergency braking (AEB) systems, air disc brakes, lane departure warning systems, and video-based onboard safety monitoring systems. The Agency will also explore the workforce impacts of ADS and ADAS on State and local CMV enforcement personnel.

Overall FY 2019 Statistics and Analysis Program Initiatives and Goals:

- **Monitor State Safety Data Quality:** Continue to monitor performance metrics on the completeness, timeliness, accuracy, and consistency of State-reported crash and vehicle/driver inspection data to FMCSA as part of the State Safety Data Quality program.
- **Disseminate Data:** Disseminate data, statistics, and analyses to FMCSA programs, State partners, the motor carrier industry, and the general public.
- **Advance Collection of State-level Crash Data:** Collaborate with NHTSA to explore utilization of electronically submitted State crash data.

R&T Program Plans and Goals for FY 2020 Funding:

In FY 2020, FMCSA will continue supporting the advancement of automated vehicle technology. This includes ongoing testing at the Aberdeen Test Center via the ACE Program, along with a series of truck platoon and ADS-equipped CMV demonstration and safety assessment projects with FHWA and our State



Image Source:
FMCSA

partners. The Agency will also research the impact of ADS on the CMV maintenance and repair labor force. FMCSA will work closely with the U.S. Army, benchmarking their workforce impacts and projections related to the implementation of autonomous military supply vehicles. Additionally, FMCSA will begin to research SAE Level 4 automated CMVs, working closely with technology providers and State partners. The Agency is also planning research related to driver dwell and detention time in response to recommendations from the USDOT Office of Inspector General.

Statistics and Analysis Program Plans and Goals for FY 2020 Funding:

In FY 2020, 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 Reporting Advisory Committee established by the FAST Act, and in support

of the Secretary's key priority of Safety, FMCSA will continue work on expansion of its crash data collection to incorporate essential Model Minimum Uniform Crash Criteria (MMUCC) data elements, enabling 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. These data linkages will enable FMCSA to assess the factors that contribute to crashes, predict the locations of likely future crashes, and apply resources appropriately to reduce their occurrence.

FMCSA will continue its collaboration with 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, timely delivery of comprehensive crash data.

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 others for advice on effective approaches and methodologies for research on CMV safety-related topics. FMCSA 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.

FMCSA sponsors research that promotes the transfer of safety-enhancing technology to the marketplace:

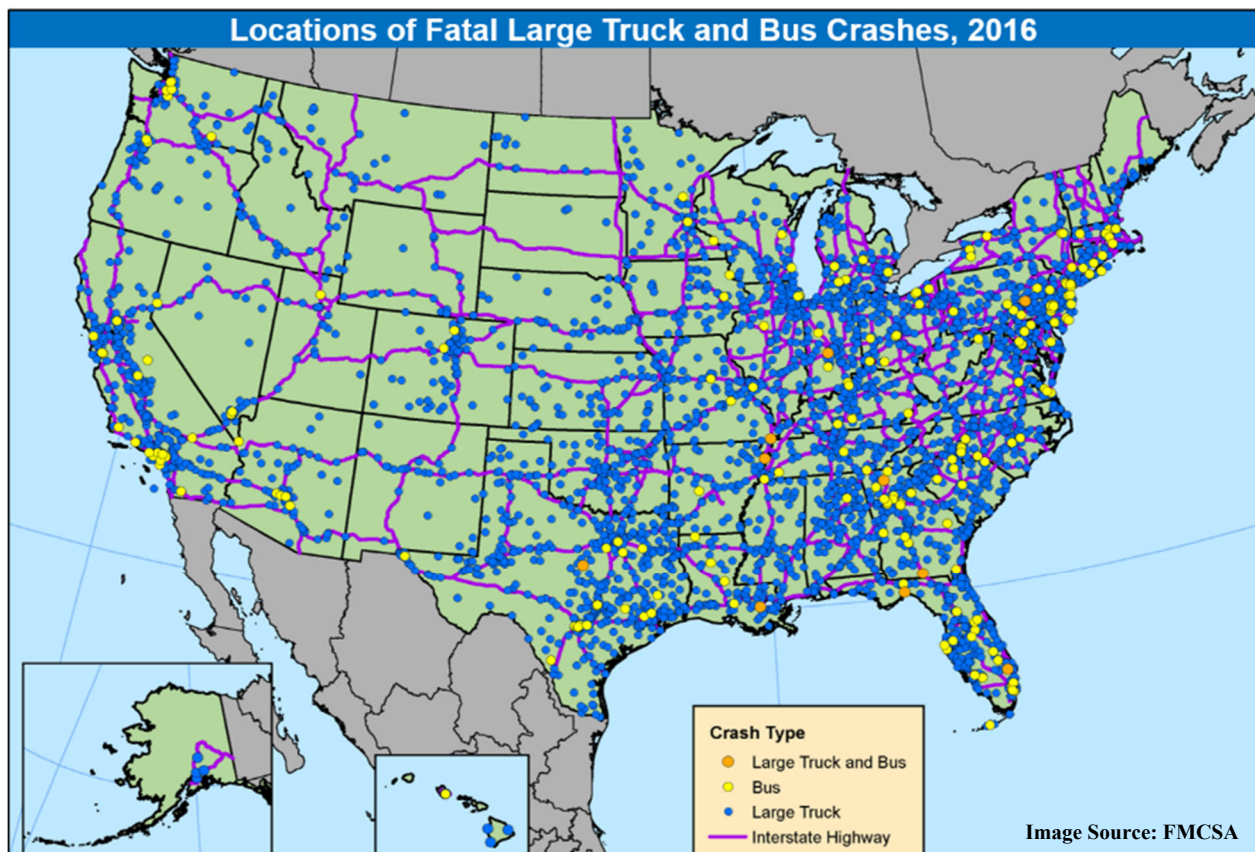
- **Trucking Fatigue Meter:** Funded through the Small Business Innovation Research (SBIR) program, this state-of-the-art technology uses existing streams of electronic on-board data (e.g., electronic logging device data) and scientifically-validated fatigue risk data to evaluate driver fatigue and provide actionable feedback to drivers, dispatchers, and safety managers. For more information on the Trucking Fatigue Meter, visit: <https://www.fmcsa.dot.gov/safety/research-and-analysis/advanced-fatigue-modeling-individual-differences-phase-iii-sbir> or <https://pulsarinformatics.com/products/trucking>.
- **Infrared Brake Testing:** To facilitate the rapid and accurate assessment of CMV brake systems, FMCSA sponsored the development of infrared brake testing technology. This technology was recently demonstrated in a truck platoon pilot project in conjunction with FHWA.
- **Hazardous Material Tank Testing:** FMCSA research on the safety of pressurized nurse tanks used to transport anhydrous ammonia to agricultural fields contributed to improved manufacturing and testing procedures. More information is available at: <https://www.fmcsa.dot.gov/research-and-analysis/research/refine-non-destructive-testing-improve-nurse-tank-safety-phase-iii>.

Statistics and Analysis Program Effectiveness:

The Statistics and Analysis Program provides real, data-driven statistics and sound analytical support and justification for regulatory reform. 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*.¹

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

CMV crashes can result in loss of life, debilitating injuries, and significant damage to property and surrounding infrastructure. FMCSA's R&T and analysis activities help the Agency target its limited resources to the highest-risk carriers and develop programmatic initiatives that address the most important driver, carrier, and CMV safety issues.



According to NHTSA's Fatality Analysis Reporting System, there were 4,079 fatal crashes involving large trucks and buses in 2016.

¹ https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/assets/information_and_regulatory_affairs/statistical-programs-2017.pdf

These programs are necessary to promote the enforcement and safe operation of motor carriers transporting goods and passengers on U.S. roadways. Without these programs, FMCSA, USDOT, individual States, and the larger CMV safety community cannot effectively carry out or modify their current programs on data analysis or scientific evidence.

By completing targeted research and data analysis in FY 2020, FMCSA will better understand the causes and impacts of CMV crashes; inform efforts to develop safety countermeasures to reduce crashes; better understand the safety impacts associated with the adoption of automated CMVs; and see continued progress in the development and testing of CMV safety technologies.

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, \$387,800,000, 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 \$387,800,000 in fiscal year 2020 for "Motor Carrier Safety Grants"; of which \$308,700,000 shall be available for the motor carrier safety assistance program, \$44,900,000 shall be available for the high priority activities program, \$33,200,000 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 2019 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, 2019 (Division C of P.L. 115–245, as amended). The amounts included for 2019 reflect the annualized level provided by the continuing resolution.

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

CONTRACT AUTHORITY ESTIMATES		CONTRACT AUTHORITY	
2006.....	282,000,000	2006.....	282,000,000
2007.....	297,411,000	2006 Rescission of Contract Authority	(2,820,000) ¹
2008.....	300,000,000	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.....	307,000,000
		2009 Rescission of Contract Authority	
		P.L. 111-8	(6,502,558) ⁴
2010.....	310,070,000	2010.....	307,000,000
		2010 Rescission of Contract Authority	
		P.L. 111-8	(1,610,661)
2011.....	310,070,000	2011.....	307,000,000
2012.....	330,000,000	2012.....	307,000,000
		2012 Rescission of Contract Authority	
		P.L. 112-30	(1,000,000)
2013.....	330,000,000	2013.....	310,000,000
2014.....	313,000,000	2014.....	313,000,000
2015.....	352,753,000	2015.....	239,671,234 ⁵
2016.....	339,343,000	2016.....	313,000,000
2017.....	367,000,000	2017.....	367,000,000
2018.....	374,800,000	2018.....	374,800,000
2019.....	381,800,000	2019.....	381,800,000
2020.....	387,800,000	2020.....	387,800,000

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	
2006.....	282,000,000
2007.....	297,508,000
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.....	313,000,000
2016.....	313,000,000
2017.....	367,000,000
2018.....	374,800,000
2019.....	381,800,000
2020.....	387,800,000

APPROPRIATION	
2006.....	282,000,000
2006 Rescission of Liquidating Cash	(2,820,000) ¹
2007.....	297,411,000 ²
2008.....	300,000,000
2008 Rescission of Liquidation Cash	(11,260,214) ³
2009.....	307,000,000
2009 Rescission of Liquidating Cash.....	(6,502,558) ⁴
2010.....	310,070,000
2011.....	310,070,000
2012.....	307,000,000
2013.....	308,878,840 ⁵
2013.....	310,000,000
2013 Across-the-Board Reduction	(620,000) ⁶
2014.....	313,000,000
2015.....	313,000,000
2016.....	313,000,000
2017.....	312,404,987 ⁷
2018.....	561,800,000 ⁸
2019.....	382,800,000 ⁹

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

² Includes \$3,411,000 RABA adjustment

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

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

⁵ Continuing Resolution Annualized P.L. 112-175

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

⁷ Continuing Resolution Annualized P.L. 114-254

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

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

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

(\$000)

	FY 2018 ACTUAL	FY 2019 Annualized	FY 2019 ENACTED	FY 2020 REQUEST	CHANGE FY 2019-2020
Motor Carrier Safety Assistance Program (MCSAP)	\$ 298,900	\$ 298,900	\$ 304,300	\$ 308,700	\$ 4,400
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ 1,000	\$ 1,000	\$ 2,000	\$ 1,000	\$ (1,000)
High Priority Activities Program (HPAP)	\$ 43,100	\$ 43,100	\$ 44,000	\$ 44,900	\$ 900
Commercial Drivers' License (CDL) Program Implementation	\$ 31,800	\$ 31,800	\$ 32,500	\$ 33,200	\$ 700
Modernization and maintenance of border facilities	\$ 87,000	\$ -	\$ -	\$ -	\$ -
Highly Automated Vehicle Research and Development (HAV)	\$ 100,000	\$ -	\$ -	\$ -	\$ -
TOTAL	<u>\$ 561,800</u>	<u>\$ 374,800</u>	<u>\$ 382,800</u>	<u>\$ 387,800</u>	<u>\$ 5,000</u>

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.

EXHIBIT III-1a
Motor Carrier Safety Grants (69-X-8158)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2019 TO FY 2020
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2019 ENACTED	<u>\$382,800</u>	
<u>ITEM</u>	<u>Change from FY 2019 to FY 2020</u>	
PROGRAM REDUCTIONS		
Commercial Motor Vehicle (CMV) Operator Grant Program	(\$1,000)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$1,000)	0
NEW OR EXPANDED PROGRAMS:		
Motor Carrier Safety Assistance Program (MCSAP)	\$4,400	
High Priority Activities Program (HPAP)	\$900	
Commercial Drivers' License (CDL) Program Implementation Progr	\$700	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$6,000	0
FY 2020 REQUEST	\$387,800	0

Detailed Justification for the – Motor Carrier Safety Grants Program

FY 2020 – Motor Carrier Safety Grants – Budget Request

(\$000)

Program Activity	FY 2018 Actual	FY 2019 Annualized CR	FY2019 Enacted	FY 2020 Request	Difference from FY 2019 Enacted
Motor Carrier Safety Assistance Program (MCSAP)	\$298,900	\$298,900	\$304,300	\$308,700	\$4,400
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,000	\$1,000	\$2,000	\$1,000	(\$1,000)
High Priority Activities Program (HPAP)	\$43,100	\$43,100	\$44,000	\$44,900	\$900
Commercial Drivers' License (CDL) Program Implementation Program	\$31,800	\$31,800	\$32,500	\$33,200	\$700
Modernization and maintenance of border facilities	\$87,000	\$0	\$0	\$0	\$0
Highly Automated Vehicle Research and Development (HAV)	\$100,000	\$0	\$0	\$0	\$0
Total	\$561,800	\$374,800	\$382,800	\$387,800	\$5,000

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

In FY 2020, FMCSA requests \$387.80 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, roughly 36,000 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. This is accomplished by requiring safety

deficiencies to be addressed and unsafe drivers and vehicles to be removed from the roadways, as a result of these enforcement and outreach activities. 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 2020 funding request of \$387.8 million for FMCSA's grants programs consists of the following accounts:

- Motor Carrier Safety Assistance Program (MCSAP) Formula Grant (\$308.7 million)
 - This formula grant serves as the backbone of FMCSA's grants programs, representing 80 percent of FMCSA's grant dollars and providing a 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.
 - MCSAP Southern Border Related Activities: The MCSAP formula includes funding for border related safety activities. The four southern border states dedicate approximately \$60 million a year of their MCSAP funding to conduct their safety activities including over 600,000 inspections of U.S. and Mexican domiciled carriers at 28 separate border crossings.
- High Priority Activities Program (HPAP) (\$44.9 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 (CDLPI) Grant Program (\$33.2 million). – This discretionary grant provides critical funding to States and other safety organizations to ensure that only qualified and properly licensed commercial drivers are allowed to operate.
- Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant Program (\$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.

As the Agency continues to implement grant programs in FY 2020, FMCSA plans to continue to review its own grants administrative procedures and program structure to find efficiencies to improve grant delivery in FY 2020 and beyond.

Motor Carrier Safety Assistance Program (MCSAP) - \$308.70 million

The MCSAP formula grant represents the cornerstone of FMCSA's grants programs, representing approximately 80 percent of all grant funds issued by the agency each year. This program is a direct driver 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. Grantees supported and resourced through MCSAP 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 13,000 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 included 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 improve the 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 for both State grantees and FMCSA staff, 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 prior to the FAST Act.

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 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, known as the Roadside Intervention Effectiveness Model (RIEM) and Compliance Investigation Effectiveness Model (CIEM), estimate the benefits of core CMV safety activities 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 CMV crashes. And the safety analyses using these models have clearly demonstrated the effectiveness of FMCSA's core intervention strategies over time. Additionally, the FMCSA Division offices work closely with grantees and conduct monitoring and oversight activities to measure the effectiveness of each State's and territory's 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, motor 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). Such oversight ensures that MCSAP grantees are consistently producing the CMV safety program results that they commit to when submitting their CVSP.

High Priority Activities Program (HPAP) - \$44.90 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, strike forces in 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 2020, 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, as compared to the MCSAP formula grant. The HPAP program requires a 15% match on the part of the grantee for most projects.;

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 2020 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 strike forces 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 within 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 utilize performance data maintained in FMCSA's Analysis and Information (A&I) website portal to improve their individual programs. Finally, in addition to the existing A&I statistics maintained by FMCSA, the agency has partnered with Volpe to pilot test a Performance Standards, Measurements and Benchmarks (PSMB) initiative. This project is implementing a set of program-level performance measurement criteria for grantees across the HPAP grant program.

Commercial Driver's License Program Implementation (CDLPI) - \$33.20 million

The goal of the national CDL program supports the Secretary's strategic goals and FMCSA's three core principles as it 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 Commercial Learner's Permit (CLP) and/or CDL; to maintain a complete and accurate driver history record for anyone who obtains a CLP and/or 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 2020, 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 Medical Examiner's Certification Integration Rule, Entry-Level Drivers Training (ELDT), Employer Notification Services, and the Commercial Driver's License Drug and Alcohol Clearinghouse rule. Additionally, with recent laws such as: P.L. 115-99 "Combating Human Trafficking in Commercial Vehicles Act" and P.L. 115-106 "No Human Trafficking on Our Roads" to promote awareness of, and penalties associated with, human trafficking within the United States, FMCSA is working with the State Driver's Licensing Agencies through its CDLPI grant program to implement updates to State IT systems to make conviction of a human trafficking felony a lifetime CDL disqualification.

The FMCSA has also implemented several new 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 improves 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 (CDLIS), the Commercial Skills Test Information Management Systems (CSTIMS), and the State Compliance Records Enterprise (SCORE). Overt and covert CDL 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 includes specific performance measures for that grant.

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

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

The program has two goals:

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

The CMVOST grant program is highly competitive. Historically, the agency receives grant applications that far exceed the \$1 million in available funding. 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) - \$5.80 million (non-add):

The FAST Act extended the administrative takedown, which was previously only applied to MCSAP grants. PTAPS funds under the multiyear reauthorization proposal were raised to 1.5 percent from 1.25 percent and are applied to all grant funds, except the CMVOST grant program. 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 strike forces, 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 2014 (the last full fiscal year for which safety results are available), FMCSA estimated that 5,811 CMV crashes were prevented, 3,316 injuries were avoided, and 168 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
2014	5,811	3,316	168

Source: FMCSA Safety Program Effectiveness Measurement, Compliance Investigation Effectiveness Model, Version 1.1, Report for Fiscal Year 2014 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 13,919 CMV crashes were prevented, 8,450 injuries were avoided, and 448 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
Totals	13,919	8,450	448

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

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

No funding is requested for this account in FY 2020.

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

CONTRACT AUTHORITY ESTIMATES

1998.....	90,000,000
1999.....	100,000,000
2000.....	155,000,000 ¹
2001.....	187,000,000 ²
2002.....	204,837,000 ³
2003.....	190,000,000
2004.....	
2005.....	
2006.....	
2007.....	
2008.....	
2009.....	
2010.....	
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	

CONTRACT AUTHORITY

1998.....	
1999.....	
2000.....	(105,000,000) ⁴
2001.....	177,000,000
2002.....	205,896,000 ⁵
2003.....	190,000,000
2003 Rescission of Contract Authority	(1,235,000) ⁶
2004.....	190,000,000
2004 Rescission of Contract Authority	(1,121,000) ⁷
2005.....	190,000,000
2005 Rescission of Contract Authority	(1,520,000) ⁸
2006.....	
2007.....	
2008 Rescission of Contract Authority	(5,212,858) ⁹
2009 Rescission of Contract Authority ...	(19,571,910) ¹⁰
2010 Rescission of Contract Authority	(3,232,639)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	

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.....	
2020.....		2020.....	

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

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

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

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

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

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

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

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

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

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

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

No funding is requested for this account in FY 2020.

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**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.....	
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2006.....	
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2010.....	
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	

CONTRACT AUTHORITY

1995.....	73,000,000
1996.....	68,000,000
1996 Rescission of Contract Authority ..	(33,000,000) ¹
1997.....	74,000,000
1997 Rescission of Contract Authority ..	(12,300,000) ²
1998.....	85,000,000
1999.....	100,000,000
2000.....	105,000,000
2001.....	
2002.....	
2003.....	
2004.....	
2005.....	
2006.....	
2007.....	
2008 Rescission of Contract Authority	(32,187,720) ³
2009 Rescission of Contract Authority	(2,231,259) ⁴
2010 Rescission of Contract Authority	(6,415,501)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	

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.....
2020.....	2020.....

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

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

	Classification	FY 2018 ACTUAL	FY 2019 Annualized CR	FY 2020 REQUEST	Annual Modal Research Plan
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION					
Motor Carrier Safety Operations & Programs		11,866	11,978	12,083	
Research & Technology					
A. Produce Safe Drivers		3,200	3,200	4,073	
1. Produce Safe Drivers	R	2,600	2,600	3,073	x
2. Produce Safe Drivers	D	600	600	1,000	x
B. Improve Safety of Commercial Vehicles		2,831	2,900	3,150	
Improve Safety of Commercial Vehicles	R	2,831	2,900	3,150	x
C. Produce Safer Carriers		1,067	1,023	600	
Produce Safer Carriers	R	1,067	1,023	600	x
D. Advanced Safety Through Info-Based Initiatives		1,150	1,150	750	
Advanced Safety Through Info-Based Initiatives	R	1,150	1,150	750	x
E. Enable and Motivate Internal Excellence		825	800	500	
Enable and Motivate Internal Excellence	R	825	800	500	x
F. Administrative Expenses (GOE)	A	2,793	2,905	3,010	
G. Autonomous Vehicle Research	R	0	0	0	x
Subtotal, Research & Development	R/D	9,073	9,073	9,073	
Subtotal, Administration (A)	A	2,793	2,905	3,010	
Total FMCSA		11,866	11,978	12,083	
R&T Funding		9,073	9,073	9,073	

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FY 2020 Budget

Information Technology Budget Narrative Federal Motor Carrier Safety Administration

(Budget Authority in Thousands)

Budget Account	FY 2018 Actual	FY 2019 Annualized CR	FY 2020 Request
Motor Carrier Safety Operations and Programs	\$60,593	\$63,777	\$63,512
<i>Commodity IT SS WCF</i>	<i>\$8,395</i>	<i>\$6,402</i>	<i>\$15,828</i>
<i>Programmatic IT SS WCF</i>	<i>\$0</i>	<i>\$0</i>	<i>\$25,509</i>
<i>FMCSA Programmatic IT</i>	<i>\$20,363</i>	<i>\$22,551</i>	<i>\$22,175</i>
<i>FMCSA Information Management</i>	<i>\$31,835</i>	<i>\$34,824</i>	<i>\$0</i>
Motor Carrier Safety Grants	\$935	\$944	\$954
<i>FMCSA Programmatic IT</i>	<i>\$935</i>	<i>\$944</i>	<i>\$954</i>
Total	\$61,528	\$64,721	\$64,446

FMCSA requests **\$64.4 million** in FY 2020 for information technology that supports its safety and regulatory programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services through the WCF

OCIO will continue to provide FMCSA commodity IT shared services in FY 2020. FMCSA's share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with FMCSA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. FTA will only be charged for services rendered.

- **Commodity IT Shared Services** - FMCSA requests **\$15.8 million** from the Motor Carrier Safety Operations and Programs account for its share of Department investments in Cybersecurity and commodity information technology including voice, cable, and networks, desktop services, server operations, directory and messaging services, enterprise licensing and enterprise dashboards.

Programmatic IT Shared Services through the WCF

In addition to OCIO's responsibility to manage IT modernization planning, operations, compliance, governance, and cyber, OCIO will begin to transfer FMCSA programmatic IT investments in FY 2020. OCIO, in conversation with FMCSA, identified specific programmatic IT systems for transfer that focus on general support systems, IT management and registration. FMCSA will only be charged for services rendered.

- **Programmatic IT Shared Services** – FMCSA requests **\$25.5 million** from the Motor Carrier Safety Operations and Programs account to contribute to OCIO’s consolidation, cyber compliance, and modernization of mission support IT systems and applications. This includes registration systems that collect and process required information to register an entry and provide a result to the program owner.

Full Time Equivalents

- **Full Time Equivalents** – As part of the consolidation of IT functions under the WCF, ICSA will transfer **19 FTE** supporting IT to the OCIO in FY 2020.

FMCSA IT Investments

The following programmatic IT investments will be maintained by FMCSA in FY 2020:

- **Motor Carrier Safety Operations and Programs** – FMCSA request **\$22.2 million** to support IT Management, Data Center and Cloud, Network, End User and Legacy Enterprise Mission Support Investments. The following systems and are supported within this portfolio: CDLIS Gateway, eFOTM, IAA-Castle, National Registry (NRIL), and NLETS.
- **Motor Carrier Safety Grants** – FMCSA request **\$0.954 million** to accommodate Grant Solutions, HP Support Services, and MCSAP Support Services.