



2016

Pocket Guide to Large Truck and Bus Statistics



U.S. Department of Transportation
Federal Motor Carrier Safety
Administration

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E-mail: FMCSA_Host@dot.gov

Mail: Federal Motor Carrier Safety Administration
Office of Analysis, Research, and Technology
1200 New Jersey Avenue, SE
6th Floor
Washington, DC 20590

Information Service:
Phone: 1-800-832-5660

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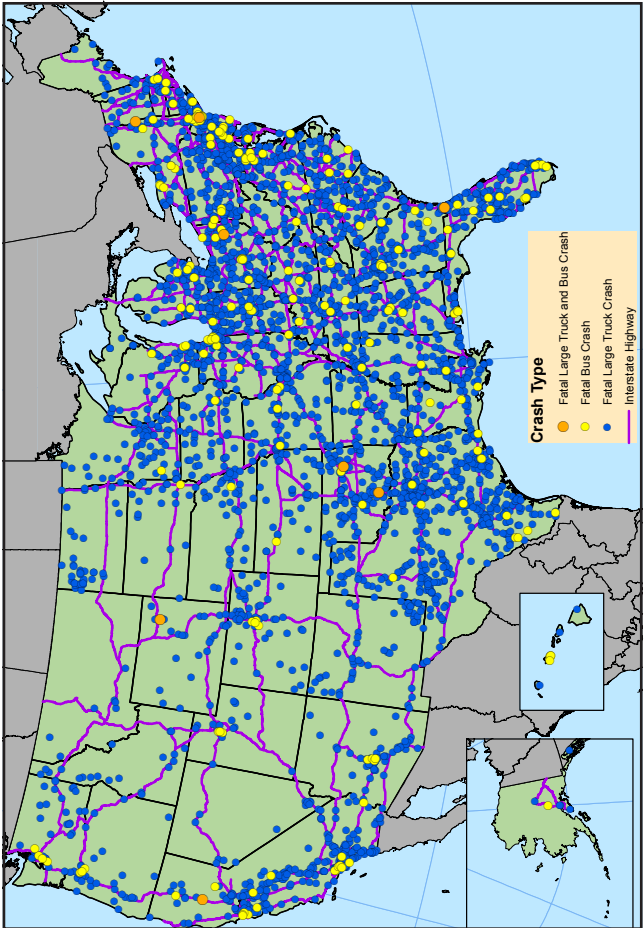
INTRODUCTION

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving large trucks and buses. In carrying out its safety mandate, FMCSA develops and enforces data-driven regulations that balance motor carrier safety with efficiency. For more information about the Agency and its safety-based initiatives, please visit www.fmcsa.dot.gov.

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LOCATIONS OF FATAL LARGE TRUCK AND BUS CRASHES, 2014



Note: In 2014, there were 3,649 fatal crashes involving large trucks and buses.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS), 2014.

THE MOTOR CARRIER MANAGEMENT INFORMATION SYSTEM

FMCSA created and maintains the Motor Carrier Management Information System (MCMIS). MCMIS contains information on the safety performance of commercial motor carriers (large trucks and buses) and hazardous materials (HM) carriers subject to the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). This system contains crash, census, inspection, and investigation files created to monitor and develop safety standards for commercial motor vehicles (CMVs) operating in interstate commerce. The crash file includes information on all trucks and buses involved in reportable crashes. The census file includes descriptive information on every motor carrier in MCMIS and is updated weekly. The inspection file contains data from State and Federal inspection actions involving motor carriers operating in the United States. Most of the inspection data included in MCMIS are collected at the roadside by State personnel under the Motor Carrier Safety Assistance Program (MCSAP). The investigation file includes data from warning letters and on-site and off-site investigations and reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Most of the investigation data is captured onsite during the examination of a motor carrier's operations by a safety investigator.

1. OVERVIEW: LARGE TRUCKS AND BUSES

In 2014, among the 260,350,938 total registered vehicles in the United States, 8,328,759 were single-unit trucks (straight trucks), 2,577,197 were combination trucks (tractor-trailers), and 872,027 were buses. Also in 2014, there were 3,025.7 billion vehicle miles traveled (VMT) by all motor vehicles. Large trucks traveled 279.1 billion of those miles (9.2 percent of the total), and buses traveled 16.0 billion of those miles (0.5 percent of the total).

FMCSA regulates all registered commercial motor vehicles (CMVs) that operate interstate or that carry hazardous materials (HM). As of December 2015, 551,150 interstate motor carriers and intrastate HM motor carriers had recent activity operating in the United States:

- 275,048 were for-hire carriers
- 222,089 were private carriers
- 45,699 were both for-hire and private carriers
- 8,314 were neither for-hire nor private carriers (e.g., government).

FMCSA regulates all drivers involved in interstate commerce or intrastate transportation of HM, as well as all Commercial Driver's License (CDL) drivers, both interstate and intrastate. Approximately 6.0 million* CMV drivers operate in the United States:

- 3.8 million operate interstate
 - 3.1 million hold CDLs
- 2.3 million operate intrastate
 - 900,000 hold CDLs.

*The numbers on this page may not sum to totals due to rounding.

Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business turnovers, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier Management Information System (MCMIS); intrastate driver counts for States that do not require carriers to register with FMCSA were estimated by extrapolation from States requiring both interstate and intrastate carriers to register in MCMIS. Data Sources: Registration Data - Federal Highway Administration (FHWA), *Highway Statistics 2014*; Carrier and CMV Driver Counts - FMCSA, MCMIS, data snapshot as of December 28, 2015.

1-1 Registered Vehicles in the United States, 2011-2014

| Year | All Vehicles | Large Trucks | Buses |
|------|--------------|--------------|---------|
| 2011 | 253,215,681 | 10,270,693 | 666,064 |
| 2012 | 253,639,386 | 10,659,380 | 764,509 |
| 2013 | 255,876,822 | 10,597,356 | 864,549 |
| 2014 | 260,350,938 | 10,905,956 | 872,027 |

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2014*, Table VM-1.

1-2 Million Vehicle Miles Traveled (VMT) in the United States, 2011-2014

| Year | All Vehicles | Large Trucks | | Buses |
|------|--------------|--------------|-------------|--------|
| | | Single-Unit | Combination | |
| 2011 | 2,950,402 | 103,803 | 163,791 | 13,807 |
| 2012 | 2,969,433 | 105,605 | 163,602 | 14,781 |
| 2013 | 2,988,280 | 106,582 | 168,436 | 15,167 |
| 2014 | 3,025,656 | 109,301 | 169,830 | 15,999 |

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2014*, Table VM-1.

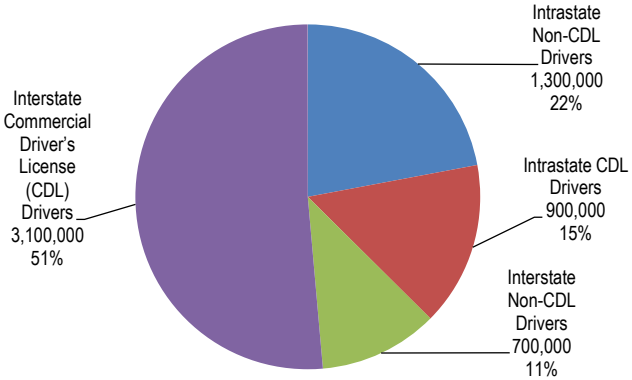
1-3 Motorcoach Passenger Trips in the United States and Canada by Fleet Size, 2014

| Motorcoach Fleet Size | Passenger Trips: | | Average Passenger Trips per: | |
|-----------------------|--------------------|---------------|------------------------------|----------------|
| | Total | Percent | Motorcoach | Carrier |
| 100 or more | 210,249,600 | 34.8% | 23,900 | 9,141,300 |
| 50 to 99 | 50,116,300 | 8.3% | 15,300 | 1,002,300 |
| 25 to 49 | 88,391,200 | 14.6% | 16,400 | 570,300 |
| 10 to 24 | 95,087,100 | 15.7% | 14,100 | 216,600 |
| 1 to 9 | 160,073,800 | 26.5% | 13,000 | 54,100 |
| Industry Total | 603,918,000 | 100.0% | 16,500 | 166,500 |

Note: Percentages may not sum to 100 percent because of rounding.

Data Source: *Motorcoach Census 2015: A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2014*. Prepared for the American Bus Association Foundation by John Dunham & Associates. Available at <http://www.buses.org>, March 17, 2016.

1-4 Commercial Motor Vehicle (CMV) Drivers Operating in the United States, 2015



Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business turnovers, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier Management Information System (MCMIS); intrastate driver counts for States that do not require intrastate carriers to register with FMCSA are estimated via extrapolation of State data.

Data Source: FMCSA, MCMIS, data snapshot as of December 28, 2015.

1-5 Active Motor Carriers by Type, 2011-2015

| Year | 2011 | 2012 | 2013 | 2014 | 2015 |
|--------------------------------|----------------|----------------|----------------|----------------|----------------|
| Interstate Freight | 500,905 | 507,690 | 511,211 | 503,417 | 521,248 |
| Interstate Passenger | 11,819 | 12,184 | 12,384 | 12,487 | 13,274 |
| Intrastate Hazardous Materials | 16,379 | 15,843 | 15,719 | 16,120 | 16,628 |
| Total | 529,103 | 535,717 | 539,314 | 532,024 | 551,150 |

Notes: The count of intrastate Hazardous Materials (HM) carriers includes a few active intrastate non-HM carriers with HM activity that meets the Safety Measurement System (SMS) HM threshold definition. Company counts are estimates based on motor carriers in the Motor Carrier Management Information System (MCMIS) with recent activity, defined as those carriers that have had an inspection, a crash, a compliance review, a safety audit, an FMCSA Motor Carrier Identification Report (Form MCS-150) update, a vehicle registration activity, or a Unified Carrier Registration (UCR) system payment activity in the past 3 years, or have current operating authority indicated in the FMCSA Licensing and Insurance (L&I) database. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the U.S. Department of Transportation (USDOT) number of any carrier that fails to comply with the biennial update requirement.

Data Source: FMCSA, MCMIS, data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

1-6 Active Hazardous Materials (HM) Carriers, 2011-2015

| Active HM Carriers | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---------------|---------------|---------------|---------------|---------------|
| Interstate | 54,546 | 55,524 | 59,778 | 63,043 | 68,113 |
| Interstate HM Carriers with a Safety Permit (HMSP)* | 1,196 | 1,206 | 1,190 | 1,200 | 1,182 |
| Intrastate | 16,379 | 15,843 | 15,719 | 16,120 | 16,628 |
| Intrastate HMSP* | 255 | 241 | 235 | 229 | 212 |
| Total Active HMSP Carriers* | 1,451 | 1,447 | 1,425 | 1,429 | 1,394 |
| Total HM Carriers | 70,925 | 71,367 | 75,497 | 79,163 | 84,741 |

*HMSP carriers are a subset of the total HM carrier population.

Note: The count of intrastate HM carriers includes a few active intrastate non-HM carriers with HM activity that meets the Safety Measurement System (SMS) threshold definition.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

1-7 Household Goods Carriers and Brokers Operating in the United States, 2011-2015

| Year | Active Household Goods Carriers | Household Goods Brokers Registered | Property Brokers Registered |
|------|---------------------------------|------------------------------------|-----------------------------|
| 2011 | 3,531 | 537 | 20,624 |
| 2012 | 3,464 | 523 | 21,354 |
| 2013 | 3,643 | 387 | 13,678 |
| 2014 | 3,784 | 456 | 15,272 |
| 2015 | 4,034 | 507 | 16,238 |

Note: A broker is an individual, partnership, or corporation that receives payment for arranging the transportation of property or household goods belonging to others by using an authorized motor carrier.

Data Source: FMCSA, Licensing & Insurance (L&I), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

1-8 Intermodal Equipment Providers and Equipment, 2011-2015

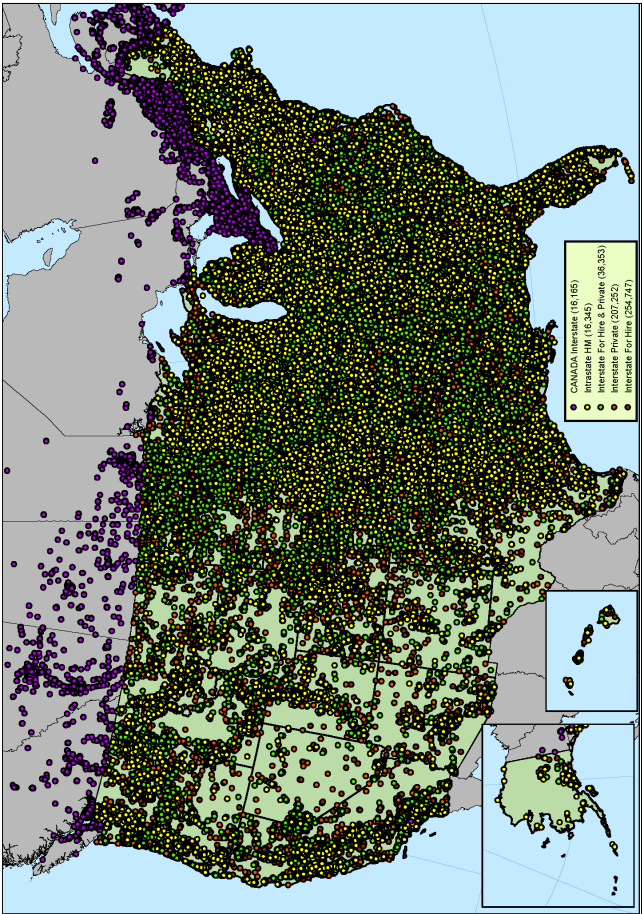
| Number of: | 2011 | 2012 | 2013 | 2014 | 2015* |
|--|---------|---------|---------|---------|---------|
| Registered intermodal equipment providers (IEPs) | 76 | 85 | 101 | 101 | 107 |
| Intermodal chassis/equipment owned | 125,473 | 323,933 | 339,837 | 473,696 | 491,819 |
| Intermodal chassis/equipment leased | 93,817 | 115,583 | 87,849 | 89,421 | 92,721 |
| Intermodal chassis/equipment serviced | 89,430 | 225,430 | 369,190 | 246,398 | 244,867 |

*IEP records reported to the Motor Carrier Management Information System (MCMIS) through September 25, 2015, are included in this table.

Notes: Count of IEPs is based on active companies that self-registered as IEPs and are also active in the MCMIS COMPANY_IEP table based on end-of-year MCMIS snapshots. "Owned" equipment is any equipment offered for transportation that is the legal right of possession of the applicant; this includes but is not limited to equipment in which the applicant is in contract to purchase. "Leased" equipment is any equipment offered for transportation that is not the legal right of possession or ownership but is under a lease agreement. This lease agreement includes trip-leased (equipment leased for less than 30 days) or term-leased equipment (equipment that is leased for 30 days or more). A lease is a contract whereby one party agrees to give to another party the use and possession of equipment for a specified period of time, as well as a specified fixed monetary sum. IEP equipment is considered "serviced" when any entity that by its action or direction makes or keeps equipment fit for use, as by inspecting, adjusting, repairing, or maintaining, so that the equipment remains ready for use or release.

Data Source: FMCSA, MCMIS, data snapshot as of September 25, 2015.

1-9 Carriers by Headquarters (Domicile) Location, 2016



Notes: Domicile refers to the headquarters location for a carrier. This map displays only interstate carriers and intrastate hazardous materials (HM) carriers. Intrastate non-HM carriers are not displayed. The number of carriers depicted in this map may not be the same as reported elsewhere by FMCSA. Due to potential differences in reporting dates and quality issues with carrier addresses, this map may not include all current carriers. Additionally, the number of carriers that operate at any given time is subject to change due to enforcement actions, business turnover, and other factors. Mexico-domiciled carriers not depicted.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

1-10 FMCSA-Regulated Carriers, 2011-2015

| Motor Carrier Census Data | 2011 | 2012 | 2013 | 2014 | 2015 |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Active Carriers with a USDOT Number | 529,103 | 535,717 | 539,314 | 532,024 | 551,150 |
| Power Units | 4,162,901 | 4,257,738 | 4,579,823 | 4,386,835 | 5,278,197 |
| CDL Drivers | 3,071,740 | 3,102,637 | 3,176,799 | 3,247,897 | 3,334,355 |
| Total Drivers | 4,283,632 | 4,360,389 | 4,412,448 | 4,605,984 | 5,335,663 |

Notes: Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

1-11 FMCSA-Regulated Carriers by Domicile, 2015

| Country | Active Carriers with a USDOT Number | Power Units | CDL Drivers | Total Drivers |
|--------------------------|-------------------------------------|-------------|-------------|---------------|
| United States | 529,254 | 5,137,999 | 3,210,596 | 5,183,496 |
| Canada | 13,047 | 104,693 | 96,600 | 119,281 |
| Mexico | 8,620 | 34,635 | 26,975 | 32,314 |
| Certificate Carriers | 859 | 1,321 | 896 | 1,299 |
| Commercial Zone Carriers | 7,758 | 32,922 | 25,618 | 30,557 |
| Enterprise Carriers | 864 | 4,096 | 3,775 | 4,075 |
| Long-Haul Carriers | 14 | 298 | 359 | 361 |
| Other Countries | 229 | 870 | 165 | 553 |
| All Domiciles | 551,150 | 5,278,197 | 3,334,336 | 5,335,644 |

Notes: The sum of the Mexican carrier types may not sum to the total as some of the Mexican-owned carriers are domiciled in the United States. Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement. A Mexican certificate carrier is a Mexico-domiciled motor carrier that transports exempt commodities or operates as a private motor carrier. These motor carriers were issued authority to operate trucks throughout the United States prior to 2002. A Mexican commercial zone carrier is a Mexico-domiciled carrier that has authority to operate its trucks only within the U.S.-Mexico border commercial zones in the United States. A Mexican enterprise carrier is a Mexican-owned carrier that is domiciled in the United States; operates in the United States, conducting cross-border transportation of international cargo that originates in or is destined for a foreign country; and is subject to all U.S., State, and local laws pertaining to motor carrier operations and their vehicles. A Mexican long-haul carrier is a Mexico-domiciled carrier that has authority to engage in long-haul transportation as a common carrier of property (except household goods and HM) by motor vehicle in interstate or foreign commerce in or beyond the commercial zones of the United States. The authority does not allow point-to-point transportation services within the United States for goods other than international cargo. Reports include activity for all U.S. operations from the date the carrier was first allowed to operate up through the date of the current data snapshot.

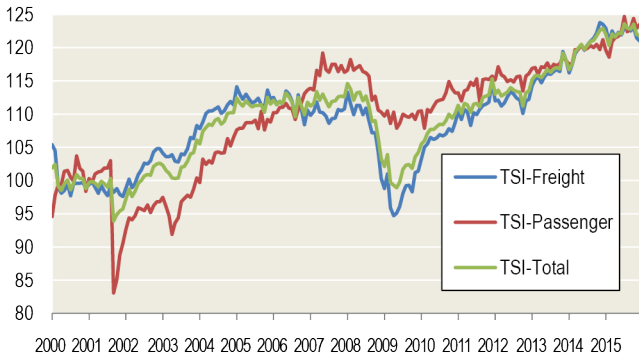
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 28, 2015.

1-12 FMCSA-Regulated Carriers by Number of Power Units, 2011-2015

| Year | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------------|----------------|----------------|----------------|----------------|----------------|
| 1 Power Unit | 251,685 | 254,029 | 254,858 | 248,153 | 257,766 |
| 2 Power Units | 91,155 | 92,813 | 93,562 | 92,693 | 96,064 |
| 3–10 Power Units | 134,426 | 135,976 | 137,484 | 137,836 | 142,101 |
| 11–100 Power Units | 42,959 | 43,899 | 45,081 | 45,879 | 47,510 |
| >100 Power Units | 3,862 | 3,905 | 3,987 | 4,125 | 4,321 |
| No Power Units/Unreported | 5,016 | 5,095 | 4,342 | 3,338 | 3,388 |
| Total | 529,103 | 535,717 | 539,314 | 532,024 | 551,150 |

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

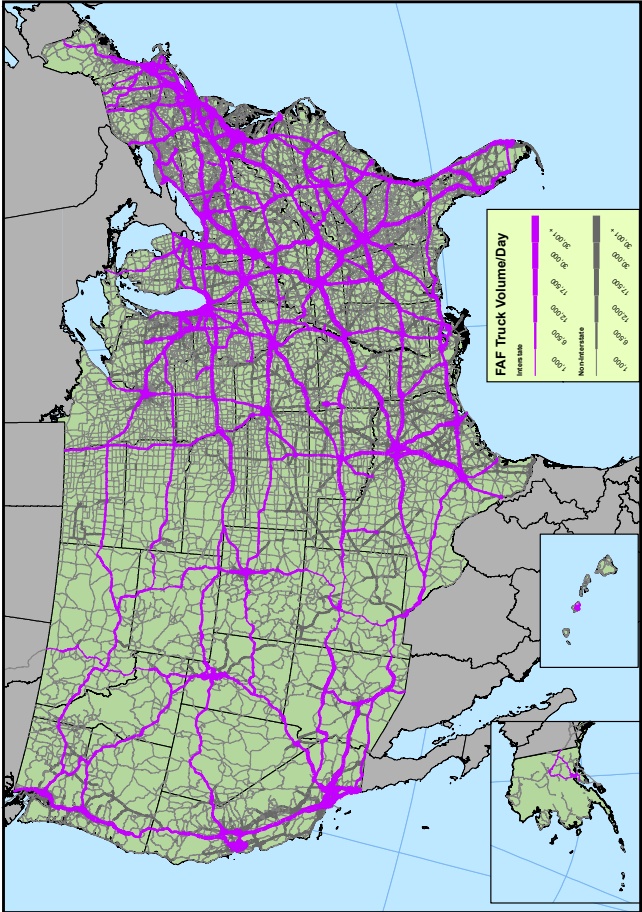
1-13 Transportation Services Index (TSI) Freight and Passenger Movement Estimates, 2000-2015



Notes: The Transportation Services Index (TSI), created by the U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics (BTS), measures the movement of freight and passengers. The index, which is seasonally adjusted and updated monthly, combines available data on freight traffic, as well as passenger travel, that have been weighted to yield a monthly measure of transportation services output. TSI numbers are BTS estimates. The index numbers for the latest 3 months are considered to be preliminary. BTS releases the preliminary number for the latest month and replaces the number for the oldest preliminary month with a revised number. Seasonal adjustment models for the modal data have been updated for the data from January 2000 to the present. The earlier data (January 1990 to December 1999) were adjusted with the older seasonal adjustment models, which may result in a discontinuity in the time series.

Data Source: USDOT, BTS, TSI, available at http://www.rita.dot.gov/bts/transportation_services_index as of March 2, 2016.

1-14 Average Daily Truck Traffic on the National Highway System, 2011



Note: In this map, both private and for-hire trucks are included. Trucks that are used in movements for multiple modes and mail, or that move in conjunction with domestic air cargo, are excluded. For more information on Freight Analysis Framework (FAF) mode classes, refer to: http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/faf3/userguide/faf3_guide.pdf.

Data Source: Federal Highway Administration (FHWA), Office of Freight Management and Operations, FAF, Version 3.5, 2015.

1-15 Weight of Freight Shipped within the United States by Mode (in Millions of Tons)

| Mode | 2002 | 2007 | 2011 | 2012 | 2013 |
|----------------|---------------|---------------|---------------|---------------|---------------|
| Truck | 11,943 | 13,336 | 11,924 | 13,812 | 14,547 |
| Rail | 1,978 | 2,024 | 2,053 | 2,176 | 2,016 |
| Water | 680 | 655 | 645 | 715 | 569 |
| Air* | 5 | 5 | 6 | 6 | 5 |
| Pipeline | 1,574 | 1,674 | 1,912 | 1,716 | 1,692 |
| Multiple Modes | 320 | 568 | 583 | 635 | 657 |
| Other** | 716 | 617 | 499 | 602 | 577 |
| Total | 17,216 | 18,879 | 17,622 | 19,662 | 20,063 |

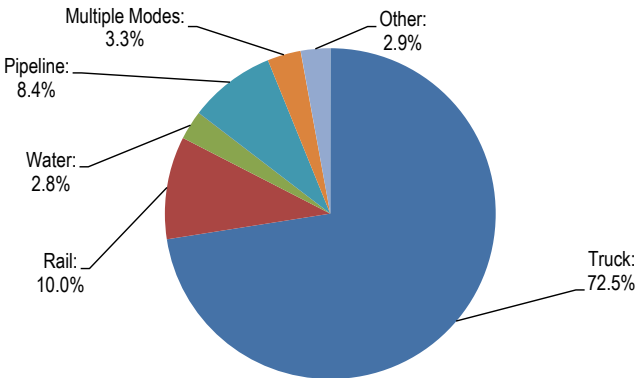
*Includes air and truck-air.

**Includes other, unknown, and no domestic mode.

Note: Includes domestic trade and the domestic portion of imports and exports.

Data Source: Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.6, available at <http://faf.ornl.gov> as of September 2015.

1-16 Percent of Total Weight of Freight Moved by Mode, 2013



Notes: Includes domestic trade and the domestic portion of imports and exports.

Air accounts for 0.03 percent of total domestic freight and is excluded from this chart. Percentages may not sum to 100 percent because of rounding.

Data Source: Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.6, available at <http://faf.ornl.gov> as of September 2015.

1-17 Driver and Passenger Safety Belt Usage by Commercial Motor Vehicle (CMV) Body Type, 2010 and 2013

| CMV Body Type | 2010 | 2013 |
|--------------------------|-------|-------|
| Buses | | |
| Commercial Bus | 47.0% | 74.4% |
| School Bus | 81.7% | 85.9% |
| 15-Passenger Van | 87.9% | 86.3% |
| Bobtail | 70.9% | 86.0% |
| Large Trucks | | |
| Intermodal Container | 75.3% | 81.5% |
| Dump | 64.5% | 69.5% |
| Flatbed | 74.0% | 82.0% |
| Van (Enclosed Box Truck) | 80.2% | 85.7% |
| Tanker | 82.5% | 85.1% |
| Other | 73.3% | 81.0% |

Notes: The Seat Belt Usage by Commercial Motor Vehicle Drivers (SBUCMVD) Survey was not conducted in 2011 or 2012. In 2013, a total of 27,157 CMVs, 27,157 drivers, and 1,730 other occupants were observed at 1,004 sites. In 2010, a total of 26,830 CMVs, 26,830 drivers, and 1,929 other occupants were observed at 998 sites. Only driver belt use is observed for buses (for the purposes of this study, 15-passenger vans are counted as buses).

Data Source: FMCSA, SBUCMVD 2013 Survey. For more information, refer to: <http://www.fmcsa.dot.gov/safety/safety-belt/safety-belt-studies>.

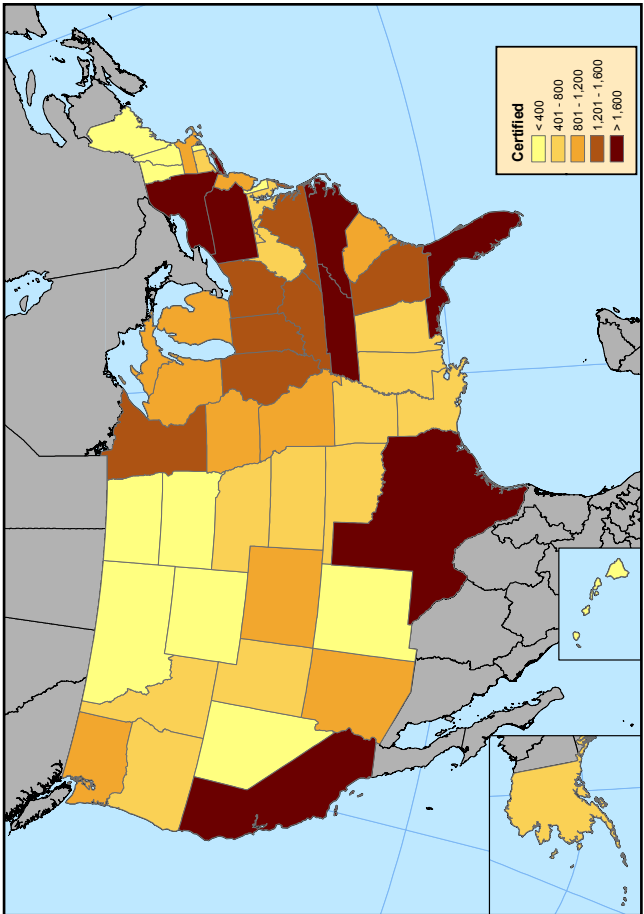
1-18 CMV Driver and Passenger Safety Belt Usage by Occupant Type, 2010 and 2013

| Occupant Type | 2010 | 2013 |
|-----------------|-------|-------|
| All Occupants | 77.1% | 83.0% |
| Drivers | 78.1% | 83.7% |
| Other Occupants | 64.0% | 72.9% |

Notes: The Seat Belt Usage by Commercial Motor Vehicle Drivers (SBUCMVD) Survey was not conducted in 2011 or 2012. In 2013, a total of 27,157 CMVs, 27,157 drivers, and 1,730 other occupants were observed at 1,004 sites. In 2010, a total of 26,830 CMVs, 26,830 drivers, and 1,929 other occupants were observed at 998 sites. Only driver belt use is observed for buses (for the purposes of this study, 15-passenger vans are counted as buses). "Other occupants" are right-front passengers.

Data Source: FMCSA, SBUCMVD 2013 Survey. For more information, refer to: <http://www.fmcsa.dot.gov/safety/safety-belt/safety-belt-studies>.

1-19 Number of Medical Examiners Certified by State, 2016



Note: In February 2016, there were 45,970 medical examiners certified on the National Registry of Certified Medical Examiners (National Registry).

Data Source: FMCSA, National Registry, February 2, 2016. Available at <https://nationalregistry.fmcsa.dot.gov>.

2. ROADSIDE INSPECTIONS AND VIOLATIONS

What is a Roadside Inspection?

A roadside inspection is an examination of an individual commercial motor vehicle (CMV) and/or driver by an authorized safety inspector. State inspectors conduct approximately 95 percent of inspections, with the remainder conducted by Federal inspectors. The inspection determines whether the driver and/or the CMV is in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) or the Hazardous Materials Regulations (HMRs), as appropriate. Serious violations result in the issuance of vehicle or driver out-of-service (OOS) orders. These violations must be corrected before the affected driver or vehicle can return to service.

2-1 Roadside Inspections Conducted by Federal and State Inspectors, 2011-2015

| | 2011 | 2012 | 2013 | 2014 | 2015 |
|----------------------|-----------|-----------|-----------|-----------|-----------|
| Roadside Inspections | 3,591,789 | 3,541,566 | 3,507,831 | 3,413,437 | 3,378,172 |
| State | 3,453,150 | 3,403,558 | 3,373,358 | 3,283,010 | 3,248,595 |
| Federal | 138,639 | 138,008 | 134,473 | 130,427 | 129,577 |

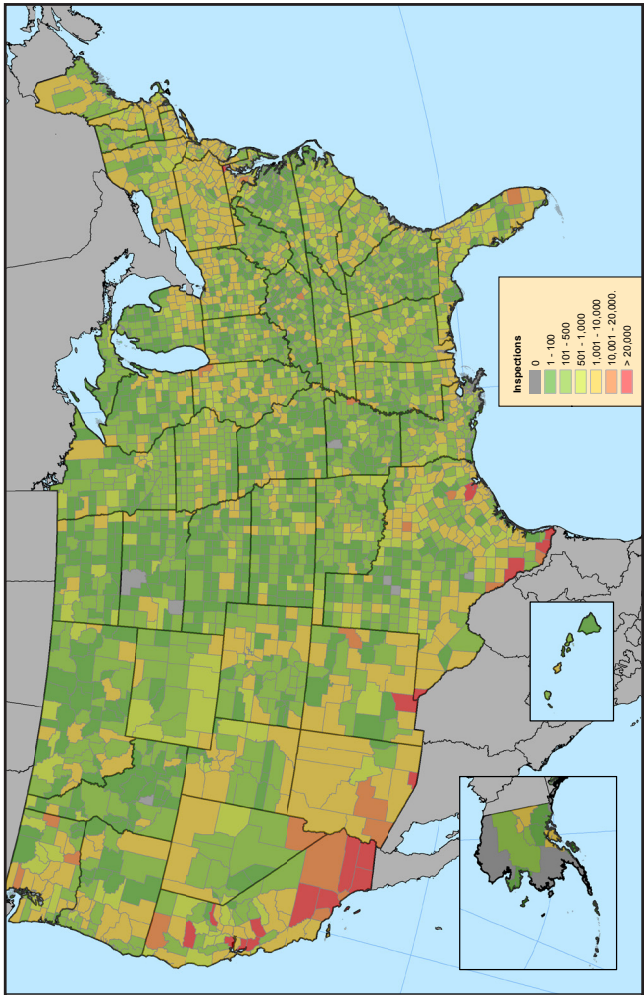
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-2 Safety Inspectors, Federal and State, 2010-2014

| Inspector Type | 2011 | 2012 | 2013 | 2014 | 2015 |
|-------------------|--------|--------|--------|--------|--------|
| Safety Inspectors | 14,068 | 13,889 | 13,744 | 14,010 | 13,728 |
| State | 13,503 | 13,331 | 13,200 | 13,464 | 13,195 |
| Federal | 565 | 558 | 544 | 546 | 533 |

Note: Not all personnel indicated are assigned full time to conducting inspections.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-3 Roadside Inspections by County, 2015



Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-4 Roadside Inspection OOS Rates, 2011-2015

| Type of Roadside Inspection | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|
| Driver Inspections* | 3,473,037 | 3,426,636 | 3,395,311 | 3,293,878 | 3,259,973 |
| With OOS Violation | 172,659 | 167,635 | 165,072 | 166,223 | 159,122 |
| Driver OOS Rate | 4.97% | 4.89% | 4.86% | 5.05% | 4.88% |
| Vehicle Inspections** | 2,420,935 | 2,429,828 | 2,402,122 | 2,341,481 | 2,318,264 |
| With OOS Violation | 492,706 | 489,038 | 478,030 | 476,886 | 470,906 |
| Vehicle OOS Rate | 20.35% | 20.13% | 19.90% | 20.37% | 20.31% |
| Hazmat Inspections*** | 205,920 | 203,662 | 203,309 | 196,159 | 191,355 |
| With OOS Violation | 7,841 | 7,640 | 7,914 | 7,794 | 7,373 |
| Hazmat OOS Rate | 3.81% | 3.75% | 3.89% | 3.97% | 3.85% |

*Driver Inspections were computed based on inspection levels I, II, III, and VI.

**Vehicle Inspections were computed based on inspection levels I, II, V, and VI.

***Hazmat Inspections were computed based on inspection levels I, II, III, IV, V, and VI when hazardous materials were present.

Notes: Roadside inspection OOS rates depicted in this table include both large trucks and buses. For more information on roadside inspections and inspection levels, please refer to <https://csa.fmcsa.dot.gov>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-5 Roadside Inspections by Inspection Level, 2011-2015

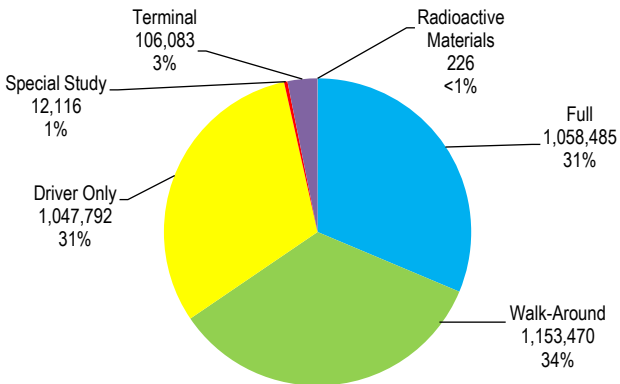
| Inspection Level | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------------|------------------|------------------|------------------|------------------|------------------|
| I. Full | 1,138,385 | 1,113,828 | 1,093,326 | 1,063,344 | 1,058,485 |
| With OOS Violation(s)* | 288,146 | 284,251 | 274,122 | 271,467 | 266,838 |
| II. Walk-Around | 1,172,671 | 1,209,658 | 1,204,566 | 1,168,948 | 1,153,470 |
| With OOS Violation(s)* | 262,710 | 262,029 | 260,457 | 261,975 | 258,860 |
| III. Driver Only | 1,159,573 | 1,101,339 | 1,095,733 | 1,061,110 | 1,047,792 |
| With OOS Violation(s)* | 77,070 | 70,086 | 69,109 | 67,819 | 62,692 |
| IV. Special Study | 11,281 | 10,399 | 9,976 | 10,846 | 12,116 |
| With OOS Violation(s)* | 1,914 | 1,639 | 1,575 | 1,989 | 2,179 |
| V. Terminal | 107,471 | 104,531 | 102,544 | 108,713 | 106,083 |
| With OOS Violation(s)* | 6,740 | 6,452 | 6,184 | 6,903 | 6,261 |
| VI. Radioactive Materials | 2,408 | 1,811 | 1,686 | 476 | 226 |
| With OOS Violation(s)* | 27 | 18 | 11 | 5 | 2 |
| Total | 3,591,789 | 3,541,566 | 3,507,831 | 3,413,437 | 3,378,172 |

*Out-of-service (OOS) violation numbers are based on roadside inspections. For example, in 2014, there were 1 million Level I inspections. Out of all the Level I inspections completed, 271,467 resulted in *at least one* OOS violation.

Note: For more information on roadside inspections and inspection levels, please refer to <https://csa.fmcsa.dot.gov>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-6 Roadside Inspections by Inspection Level, 2015



Note: For more information on roadside inspections and inspection levels, please refer to <https://csa.fmcsa.dot.gov>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-7 Roadside Inspections by Carrier Fleet Size, 2011-2015

| Carrier Fleet Size | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------------------|------------------|------------------|------------------|------------------|------------------|
| Very Small (1-6 Power Units) | 1,022,176 | 1,021,641 | 1,008,828 | 976,707 | 1,009,807 |
| Small (7-20 Power Units) | 592,551 | 605,288 | 604,545 | 599,760 | 606,031 |
| Medium (21-100 Power Units) | 723,876 | 717,337 | 722,173 | 701,327 | 689,942 |
| Large (>100 Power Units) | 882,412 | 870,226 | 871,388 | 836,541 | 816,423 |
| Unknown | 370,774 | 327,074 | 300,897 | 299,102 | 255,969 |
| Total | 3,591,789 | 3,541,566 | 3,507,831 | 3,413,437 | 3,378,172 |

Note: Carriers listed as having zero power units are included in the "Unknown" category. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-8 Roadside Inspections by Carrier Operation, 2011-2015

| Carrier Operation | 2011 | 2012 | 2013 | 2014 | 2015 |
|-------------------|------------------|------------------|------------------|------------------|------------------|
| Interstate | 2,966,096 | 2,918,783 | 2,908,941 | 2,809,527 | 2,781,426 |
| Intrastate | 625,693 | 622,783 | 598,890 | 603,910 | 596,746 |
| Total | 3,591,789 | 3,541,566 | 3,507,831 | 3,413,437 | 3,378,172 |

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-9 Roadside Inspections by Gross Combination Weight Rating (GCWR), 2011-2015

| GCWR | 2011 | 2012 | 2013 | 2014 | 2015 |
|------------------------|------------------|------------------|------------------|------------------|------------------|
| <10,000 pounds | 18,352 | 17,236 | 17,172 | 17,342 | 17,551 |
| 10,000 - 26,000 pounds | 418,517 | 418,300 | 424,771 | 430,471 | 450,322 |
| >26,000 pounds | 2,441,367 | 2,509,830 | 2,527,537 | 2,505,266 | 2,597,564 |
| Unknown | 713,553 | 596,200 | 538,351 | 460,358 | 312,735 |
| Total | 3,591,789 | 3,541,566 | 3,507,831 | 3,413,437 | 3,378,172 |

Note: GCWRs are based on Roadside Inspection Reports as reported in MCMIS. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-10 Most Frequent Driver Violations in Roadside Inspections, 2015

| Violation Code | Category | Violation Description | Number of Violations |
|----------------|-----------------------------|---|----------------------|
| 395.8 | No Log/Log Not Current | Log Violation (General/Form and Manner) | 164,639 |
| 391.11B2 | All Other Driver Violations | Non-English Speaking Driver | 98,929 |
| 395.8F1 | No Log/Log Not Current | Driver's Record of Duty Status Not Current | 73,045 |
| 395.3A3II | Hours of Service | Driving Beyond 8-hour Limit Since the End of the Last Off-duty or Sleeper Period of At Least 30 Minutes | 69,906 |
| 392.2SLLS2 | Traffic Enforcement | State/Local Laws - Speeding 6–10 Miles Per Hour Over the Speed Limit | 62,103 |
| 392.16 | Seat Belt | Failing to Use Seat Belt While Operating Commercial Motor Vehicle (CMV) | 56,381 |
| 392.2C | Traffic Enforcement | Failure to Obey Traffic Control Device | 43,104 |
| 395.3A2 PROP | Hours of Service | Driving Beyond 14-hour Duty Period (Property-carrying Vehicle) | 43,027 |
| 391.41AF | Medical Certificate | Operating a Property-carrying Vehicle without Possessing a Valid Medical Certificate | 38,908 |
| 395.8E | No Log/Log Not Current | False Report of Driver's Record of Duty Status | 34,979 |
| 391.41A | Medical Certificate | Driver Not in Possession of Medical Certificate | 27,905 |
| 395.8K2 | No Log/Log Not Current | Driver Failing to Retain Previous 7 Days' Logs | 27,532 |
| 395.8A | No Log/Log Not Current | No Driver's Record of Duty Status | 26,623 |
| 395.3A3 PROP | Hours of Service | Driving Beyond 11-hour Driving Limit in a 14-hour Period (Property-carrying Vehicle) | 23,652 |
| 392.2SLLS3 | Traffic Enforcement | State/Local Laws - Speeding 11–14 Miles Per Hour Over the Speed Limit | 23,581 |
| 383.23A2 | All Other Driver Violations | Operating a CMV without a Commercial Driver's License (CDL) | 21,491 |
| 392.2LV | Traffic Enforcement | Lane Restriction Violation | 21,063 |
| 392.82A1 | All Other Driver Violations | Using a Handheld Mobile Telephone While Operating a CMV | 20,590 |
| 392.2SLLS4 | Traffic Enforcement | State/Local Laws - Speeding 15 or More Miles Per Hour Over the Speed Limit | 13,945 |
| 391.45B | Medical Certificate | Expired Medical Examiner's Certificate | 11,197 |

Notes: Total number of driver inspections in 2015: 3,259,973. Total number of driver violations in 2015: 1,041,642. Total number of driver out-of-service (OOS) violations in 2015: 185,558. Only the top 20 driver violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-11 Most Frequent Vehicle Violations in Roadside Inspections, 2015

| Violation Code | Category | Violation Description | Number of Violations |
|----------------|---------------------------|--|----------------------|
| 393.9 | Lighting | Operating Vehicle Not Having the Required Operable Lamps | 533,153 |
| 393.47E | Brakes, All Others | Clamp/Roto-chamber Type Brake(s) Out of Adjustment | 198,254 |
| 396.3A1 | All Other Vehicle Defects | Inspection/Repair and Maintenance Parts and Accessories | 178,375 |
| 393.75C | Tires | Tire—Other: Tread Depth Less than 2/32 of Inch | 157,887 |
| 396.5B | All Other Vehicle Defects | Oil and/or Grease Leak | 144,956 |
| 393.95A | Emergency Equipment | No/Discharged/Unsecured Fire Extinguisher | 138,618 |
| 396.17C | Periodic Inspection | Operating a Commercial Motor Vehicle (CMV) without Periodic Inspection | 133,788 |
| 393.11 | Lighting | No/Defective Lighting Devices/Reflective Devices/Projected | 117,138 |
| 393.9TS | Lighting | Inoperative Turn Signal | 113,032 |
| 393.45B2 | Lighting | Brake Hose/Tubing Chafing and/or Kinking | 96,720 |
| 393.53B | Brakes, All Others | Automatic Brake Adjuster CMV Manufactured on or After 10/20/1994—Air Brake | 92,500 |
| 393.78 | Windshield | Windshield Wipers Inoperative/Defective | 84,615 |
| 393.95F | Emergency Equipment | No/Insufficient Warning Devices | 62,650 |
| 393.55E | Brakes, All Others | Antilock Braking System (ABS)—Malfunctioning Lamps Towed CMV Manufactured on or After 3/1/1998, Manufactured before 3/1/2009 | 62,495 |
| 396.3A1B | Brakes, All Others | Brakes (General) | 61,967 |
| 393.48A | Brakes, All Others | Inoperative/Defective Brakes | 61,807 |
| 393.9H | Lighting | Inoperative Head Lamps | 61,538 |
| 393.60C | Windshield | Damaged or Discolored Windshield | 55,255 |
| 393.9T | Lighting | Inoperative Tail Lamp | 50,790 |
| 393.25F | Lighting | Stop Lamp Violations | 48,779 |

Notes: Total number of vehicle inspections in 2015: 2,318,264. Total number of vehicle violations in 2015: 3,803,517. Total number of vehicle OOS violations in 2015: 653,479. Only the top 20 vehicle violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-12 Traffic Enforcement Inspections, 2011-2015

| Activity Summary | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---------|---------|---------|---------|---------|
| Traffic Enforcement Inspections | 569,077 | 470,550 | 381,847 | 369,518 | 356,248 |
| With Moving Violations | 211,791 | 193,666 | 201,045 | 196,454 | 189,983 |
| With Drug & Alcohol Violations | 1,202 | 1,135 | 900 | 830 | 844 |
| With Railroad Crossing Violations | 409 | 392 | 279 | 254 | 287 |
| With Non-specified State Law/Miscellaneous Violations | 376,222 | 290,663 | 190,320 | 181,897 | 174,702 |

Notes: One inspection may result in more than one violation; therefore, totals may not equal the sum of all components. The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. New codes for State and local laws were added to inspection data systems from 2009 to 2011. These codes represented violations that would not be considered as a traffic enforcement, such as size and weight and driver/vehicle/carrier registrations. As a result, inspectors now use the new codes rather than the non-specified State law violations, which has reduced the number of inspections recorded as traffic enforcement inspections.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

2-13 Traffic Enforcement Violations, 2011-2015

| Activity Summary | 2011 | 2012 | 2013 | 2014 | 2015 |
|--|---------|---------|---------|---------|---------|
| Traffic Enforcement Violations | 683,605 | 554,540 | 429,722 | 416,056 | 397,771 |
| Moving Violations | 219,359 | 199,612 | 208,324 | 203,838 | 195,658 |
| Drug & Alcohol Violations | 1,421 | 1,368 | 1,110 | 975 | 997 |
| Railroad Crossing Violations | 409 | 395 | 281 | 254 | 288 |
| Non-specified State Law/Miscellaneous Violations | 462,416 | 353,165 | 220,007 | 210,989 | 200,828 |

Notes: The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Roadside inspections that result in drug- or alcohol-related violations are included as traffic enforcement type inspections if another moving violation is present. New codes for State and local laws were added to inspection data systems from 2009 to 2011. These codes represented violations that would not be considered as a traffic enforcement, such as size and weight and driver/vehicle/carrier registrations. As a result, inspectors now use the new codes rather than the non-specified State law violations, which has reduced the number of inspections recorded as traffic enforcement inspections.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3. INVESTIGATIONS

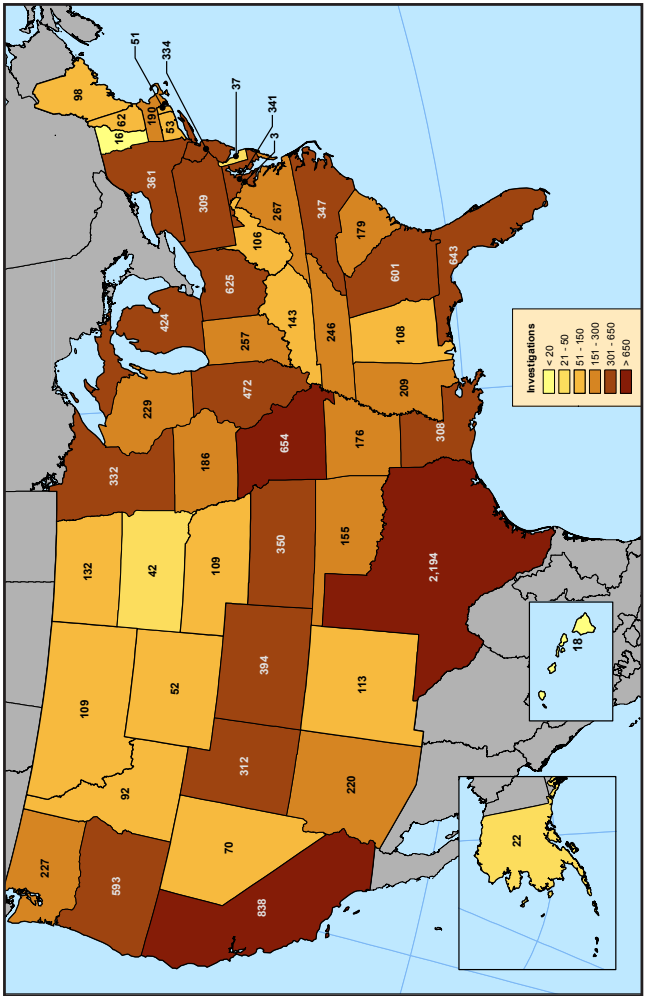
This chapter provides summarized data for the past 5 years on all types of investigations and reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Investigations are conducted to investigate identified areas of non-compliance and safety concerns, with a focus on carriers identified as high risk; to investigate complaints; or in response to other safety and compliance concerns. It is intended that through education, heightened safety regulation awareness, and the enforcement effects of investigations, motor carriers will improve the safety of their commercial vehicle operations and, ultimately, reduce their involvement in crashes.

The Compliance, Safety, Accountability (CSA) program is FMCSA's enforcement model to focus the Agency's efforts on large truck and bus safety and to prevent crashes, injuries, and fatalities related to commercial motor vehicles (CMVs). This program has introduced an enforcement and compliance model that allows FMCSA and its State partners to contact more carriers earlier in order to address safety deficiencies before crashes occur. The CSA program provides a nationwide system for making the roads safer for motor carriers and the public alike.

Companies investigated by FMCSA include, but are not limited to: trucking companies, household goods moving companies, bus companies, cargo tank facilities, and hazardous materials shippers.

For more information on investigations, please refer to: <http://ai.fmcsa.dot.gov/SafetyProgram/Review.aspx>.

3-1 Investigations by State, 2015



Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3-2 Investigations Conducted by Federal and State Investigators, 2011-2015

| Investigations | 2011 | 2012 | 2013 | 2014 | 2015 |
|----------------|---------------|---------------|---------------|---------------|---------------|
| State | 7,455 | 7,910 | 7,831 | 7,113 | 6,271 |
| Federal | 11,578 | 12,197 | 17,943 | 7,172 | 8,385 |
| Total | 19,033 | 20,107 | 25,774 | 14,285 | 14,656 |

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3-3 Interventions by Type, 2011-2015

| Intervention Type | 2011 | 2012 | 2013 | 2014 | 2015 |
|--|--------|--------|--------|--------|--------|
| Investigations | 19,033 | 20,107 | 17,943 | 14,285 | 14,656 |
| Motor Carrier Safety Compliance | | | | | |
| Reviews (CRs) | 5,512 | 0 | 0 | 0 | 0 |
| Onsite Comprehensive | 2,817 | 6,733 | 5,813 | 5,685 | 5,333 |
| Onsite Focused Investigations | 8,228 | 10,757 | 8,911 | 7,080 | 7,957 |
| Offsite | 597 | 555 | 443 | 283 | 107 |
| Cargo Tank Facility Investigations | 94 | 89 | 86 | 63 | 99 |
| Shipper Investigations | 283 | 328 | 269 | 152 | 106 |
| Non-Rated Investigations (excludes Security Contact Reviews) | 1,502 | 1,646 | 2,422 | 1,024 | 1,053 |
| Warning Letters | 44,638 | 23,617 | 20,476 | 20,115 | 20,659 |

Note: Motor Carrier Safety CRs were conducted prior to the implementation of the Compliance, Safety, Accountability (CSA) program. Beginning in 2011, these investigations were counted under the applicable CSA investigation type. CSA Warning Letters are based on a Safety Measurement System (SMS) algorithm that was implemented nationally in December of 2010.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3-4 FMCSA-Regulated Carriers by Safety Rating, 2015

| Safety Rating | Interstate Freight Carriers | Intrastate HM Carriers | Interstate Passenger Carriers | All Carriers |
|----------------|-----------------------------|------------------------|-------------------------------|----------------|
| Conditional | 19,550 | 20 | 491 | 20,061 |
| Satisfactory | 55,556 | 98 | 3,812 | 59,466 |
| Unsatisfactory | 1,858 | 3 | 102 | 1,963 |
| No Rating | 444,284 | 16,507 | 8,869 | 469,660 |
| Total | 521,248 | 16,628 | 13,274 | 551,150 |

Note: In order to receive a safety rating, a carrier must have received a compliance review or comprehensive onsite investigation.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 28, 2015.

3-5 Passenger Carrier Investigations, 2011-2015

| Carriers by Vehicle Type | 2011 | 2012 | 2013 | 2014 | 2015 |
|--------------------------|-------|-------|-------|-------|-------|
| Any Passenger Vehicles* | 1,699 | 1,433 | 2,508 | 1,350 | 1,219 |
| Motorcoaches | 1,168 | 868 | 1,973 | 987 | 958 |
| School Buses | 240 | 178 | 289 | 189 | 155 |
| Vans | 437 | 428 | 564 | 333 | 274 |
| Mini Buses | 480 | 390 | 728 | 450 | 403 |
| Limousines | 194 | 176 | 250 | 133 | 126 |

*The "Any Passenger Vehicles" row might not equal the sum of subcategories for a given row due to carriers applying for multiple passenger authority at the time of the application.

Notes: Passenger carriers were those carriers that registered to transport passengers and owned or leased at least one passenger vehicle (motorcoach, school bus, van, mini-bus, or limousine). Beginning in 2014, reporting criteria for identifying passenger carrier investigations was updated. As a result, data may differ from previous versions. Passenger carrier investigations now reflect investigations performed by Federal and State personnel on motor carriers that were subject to the Safety Measurement System (SMS) passenger carrier threshold at the time of the investigations.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3-6 Investigations by Carrier Fleet Size, 2011-2015

| Carrier Fleet Size | 2011 | 2012 | 2013 | 2014 | 2015 |
|------------------------------|---------------|---------------|---------------|---------------|---------------|
| Very Small (1-6 Power Units) | 8,257 | 8,670 | 7,985 | 5,866 | 6,054 |
| Small (7-20 Power Units) | 5,514 | 5,735 | 5,054 | 4,337 | 4,403 |
| Medium (21-100 Power Units) | 3,654 | 3,911 | 3,388 | 2,905 | 3,045 |
| Large (>100 Power Units) | 1,205 | 1,331 | 1,126 | 925 | 914 |
| No Power Units/Unreported | 403 | 460 | 390 | 252 | 240 |
| Total | 19,033 | 20,107 | 17,943 | 14,285 | 14,656 |

Note: Carriers listed as having zero power units are included in the "No Power Units/Unreported" category.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3-7 Investigations by Reason for Investigation, 2011-2015

| Reason for Investigation | 2011 | 2012 | 2013 | 2014 | 2015 |
|--------------------------|---------------|---------------|---------------|---------------|---------------|
| Carrier Request | 85 | 50 | 50 | 30 | 22 |
| Complaint | 921 | 747 | 551 | 445 | 374 |
| Conditional Carrier | 4 | 0 | 0 | 0 | 0 |
| Enforcement Follow-Up | 156 | 63 | 68 | 49 | 26 |
| Priority List | 46 | 10 | 1 | 0 | 0 |
| Safety Audit Conversion | 101 | 72 | 62 | 26 | 29 |
| Unsatisfactory Follow-Up | 84 | 26 | 29 | 7 | 4 |
| Other | 2,832 | 2,054 | 2,227 | 779 | 635 |
| Total | 19,033 | 20,107 | 17,943 | 14,285 | 14,656 |

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

3-8 New Entrant Safety Audits, 2011-2015

| Year | Safety Audits | Safety Audit Pass Rate |
|------|---------------|------------------------|
| 2011 | 34,478 | 67.8% |
| 2012 | 34,248 | 75.4% |
| 2013 | 32,388 | 80.1% |
| 2014 | 33,244 | 80.8% |
| 2015 | 28,857 | 82.3% |

Notes: A new entrant is a motor carrier that applies for a USDOT number in order to initiate operations in interstate commerce or the intrastate transportation of hazardous materials (HM). Carriers remain in the New Entrant Safety Assurance Program until they pass the safety audit and have been in business for 18 months. For more information on the New Entrant Safety Assurance Program, visit <http://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 28, 2015.

4. CRASHES

In 2014, of the 29,989 fatal crashes on the Nation's roadways, 3,649 (12.2 percent) involved at least one large truck or bus. In addition, there were an estimated 6,035,000 nonfatal crashes, 472,000 (7.8 percent) of which involved at least one large truck or bus. For more information on large truck and bus crashes, please refer to the annual *Large Truck and Bus Crash Facts* publication available at <http://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts>.

Data Sources:

FARS: Maintained by the National Highway Traffic Safety Administration (NHTSA), the Fatality Analysis Reporting System (FARS) is an annual census of fatal crashes involving motor vehicles traveling on public trafficways. For more information on FARS, refer to <http://www.nhtsa.gov/FARS>.

GES: Also maintained by NHTSA, the General Estimates System (GES) is a probability-based nationally representative sample of police-reported fatal, injury, and property-damage-only crashes. The data from GES yield national estimates, calculated using a weighting procedure, but cannot give State-level estimates. Because GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. For more information on GES, go to www.nhtsa.gov/NASS.

MCMIS: Maintained by FMCSA, the Motor Carrier Management Information System (MCMIS) Crash File contains data on commercial trucks and buses in fatal, injury, and towaway crashes (crashes in which at least one vehicle is disabled as a result of the crash and transported away from the crash scene). Crash severity thresholds and vehicle type definitions in MCMIS differ slightly from those in FARS and GES, and all tables are noted accordingly. All MCMIS crash data presented are considered preliminary for 22 months. For more information on MCMIS, refer to <http://mcmiscatalog.fmcsa.dot.gov>.

NHTSA Crash Severity Levels:

This Pocket Guide includes data on police-reported crashes collected by NHTSA, which include fatal, injury, and property-damage-only (PDO) crashes.

1. **Fatal crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash. The fatality does not have to occur at the scene of the crash and includes any person involved, including non-motorists.
2. **Injury crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. **PDO crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

For more information on crash severity levels, refer to NHTSA's National Center for Statistics and Analysis (NCSA) Data Resource Web site at: <http://www-nrd.nhtsa.dot.gov/CATS>.

Vehicles in Crashes:

Large Trucks: FARS and GES define a large truck as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Motor Carrier Management Information System (MCMIS) defines a large truck as a truck, used for commercial purposes, with a GVWR or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.

Buses: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

4-1 Total Crashes by Vehicle Type, 2011-2014

| Year | Number of Crashes Involving: | | | |
|------|------------------------------|--------|------------------------|-------------------|
| | Large Trucks | Buses | Large Trucks and Buses | All Vehicle Types |
| 2011 | 273,000 | 56,000 | 329,000 | 5,338,000 |
| 2012 | 317,000 | 54,000 | 371,000 | 5,615,000 |
| 2013 | 327,000 | 66,000 | 389,000 | 5,687,000 |
| 2014 | 411,000 | 68,000 | 476,000 | 6,065,000 |

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle. These numbers include fatal crash data from the Fatality Analysis Reporting System (FARS) and injury crash and property-damage-only (PDO) crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: National Highway Traffic Safety Administration (NHTSA), FARS and GES.

4-2 Fatal Crashes by Vehicle Type, 2011-2014

| Year | Number of Crashes Involving: | | | |
|------|------------------------------|-------|------------------------|-------------------|
| | Large Trucks | Buses | Large Trucks and Buses | All Vehicle Types |
| 2011 | 3,365 | 243 | 3,593 | 29,867 |
| 2012 | 3,486 | 252 | 3,726 | 31,006 |
| 2013 | 3,554 | 282 | 3,821 | 30,203 |
| 2014 | 3,424 | 233 | 3,649 | 29,989 |

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle.

Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-3 Injury Crashes by Vehicle Type, 2011-2014

| Year | Number of Crashes Involving: | | | |
|------|------------------------------|--------|------------------------|-------------------|
| | Large Trucks | Buses | Large Trucks and Buses | All Vehicle Types |
| 2011 | 60,000 | 13,000 | 73,000 | 1,530,000 |
| 2012 | 73,000 | 12,000 | 85,000 | 1,634,000 |
| 2013 | 69,000 | 18,000 | 86,000 | 1,591,000 |
| 2014 | 82,000 | 11,000 | 93,000 | 1,648,000 |

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle. These numbers include injury crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. Data Source: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

4-4 Property-Damage-Only (PDO) Crashes by Vehicle Type, 2011-2014

| Year | Number of Crashes Involving: | | | |
|------|------------------------------|--------|------------------------|-------------------|
| | Large Trucks | Buses | Large Trucks and Buses | All Vehicle Types |
| 2011 | 210,000 | 43,000 | 252,000 | 3,778,000 |
| 2012 | 241,000 | 42,000 | 282,000 | 3,950,000 |
| 2013 | 254,000 | 48,000 | 299,000 | 4,066,000 |
| 2014 | 326,000 | 57,000 | 379,000 | 4,387,000 |

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle. These numbers include property-damage-only (PDO) crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. Data Source: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

4-5 Large Truck Fatal Crashes, 1975-2014

| Year | Fatal Crashes Involving Large Trucks | Large Truck Occupant Fatalities | Total Fatalities in Large Truck Crashes | Million VMT by Large Trucks | Rates per 100 Million VMT | | Large Trucks Registered |
|------|--------------------------------------|---------------------------------|---|-----------------------------|--------------------------------------|-----------------------------------|-------------------------|
| | | | | | Fatal Crashes Involving Large Trucks | Fatalities in Large Truck Crashes | |
| 1975 | 3,722 | 961 | 4,483 | 81,330 | 4.58 | 5.51 | 5,362,369 |
| 1980 | 5,042 | 1,262 | 5,971 | 108,491 | 4.65 | 5.50 | 5,790,653 |
| 1985 | 4,841 | 977 | 5,734 | 123,504 | 3.92 | 4.64 | 5,996,337 |
| 1990 | 4,518 | 705 | 5,272 | 146,242 | 3.09 | 3.60 | 6,195,876 |
| 1995 | 4,194 | 648 | 4,918 | 178,156 | 2.35 | 2.76 | 6,719,421 |
| 2000 | 4,573 | 754 | 5,282 | 205,520 | 2.23 | 2.57 | 8,022,649 |
| 2005 | 4,551 | 804 | 5,240 | 222,523 | 2.05 | 2.35 | 8,481,999 |
| 2010 | 3,271 | 530 | 3,686 | 286,527 | 1.14 | 1.29 | 10,770,054 |
| 2011 | 3,365 | 640 | 3,781 | 267,594 | 1.26 | 1.41 | 10,270,693 |
| 2012 | 3,486 | 697 | 3,944 | 269,207 | 1.29 | 1.47 | 10,659,380 |
| 2013 | 3,554 | 695 | 3,981 | 275,017 | 1.29 | 1.45 | 10,597,356 |
| 2014 | 3,424 | 657 | 3,903 | 279,132 | 1.23 | 1.40 | 10,905,956 |

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2014*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-6 Large Truck Injury Crashes, 2011-2014

| Year | Injury Crashes Involving Large Trucks | Large Trucks Involved in Injury Crashes | Persons Injured in Large Truck Crashes | Million VMT by Large Trucks | Rates per 100 Million VMT | | Large Trucks Registered |
|------|---------------------------------------|---|--|-----------------------------|---------------------------------------|--|-------------------------|
| | | | | | Injury Crashes Involving Large Trucks | Persons Injured in Large Truck Crashes | |
| 2011 | 60,000 | 63,000 | 88,000 | 267,594 | 22.5 | 32.9 | 10,270,693 |
| 2012 | 73,000 | 77,000 | 104,000 | 269,207 | 27.1 | 38.6 | 10,659,380 |
| 2013 | 69,000 | 73,000 | 95,000 | 275,017 | 25.1 | 34.6 | 10,597,356 |
| 2014 | 82,000 | 88,000 | 111,000 | 279,132 | 29.4 | 39.8 | 10,905,956 |

Notes: The rates displayed in this table are based on unrounded General Estimates System (GES) data. GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

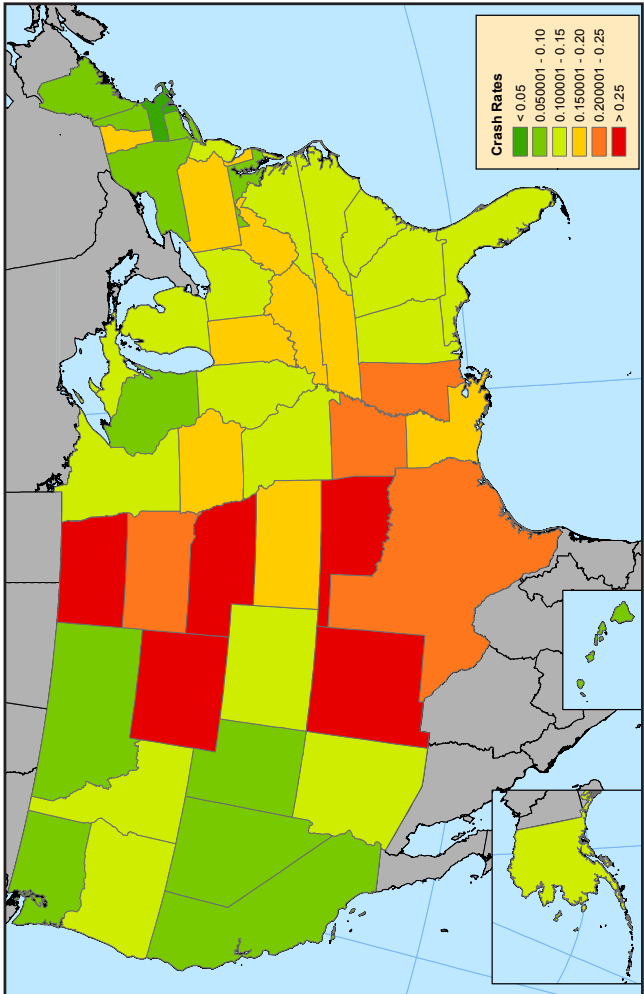
Data Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), GES.

4-7 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2013 and 2014

| State | 2013 | | | 2014 | | |
|------------------------|--------------|------------------|---------------|--------------|------------------|---------------|
| | Fatalities | Million VMT | Fatality Rate | Fatalities | Million VMT | Fatality Rate |
| Alabama | 118 | 65,046 | 0.18 | 88 | 65,667 | 0.13 |
| Alaska | 4 | 4,848 | 0.08 | 6 | 4,857 | 0.12 |
| Arizona | 66 | 60,586 | 0.11 | 71 | 62,631 | 0.11 |
| Arkansas | 83 | 33,493 | 0.25 | 79 | 34,024 | 0.23 |
| California | 295 | 329,534 | 0.09 | 324 | 332,857 | 0.10 |
| Colorado | 61 | 46,968 | 0.13 | 67 | 48,985 | 0.14 |
| Connecticut | 22 | 30,941 | 0.07 | 22 | 31,190 | 0.07 |
| Delaware | 13 | 9,308 | 0.14 | 15 | 9,596 | 0.16 |
| D.C. | 3 | 3,527 | 0.09 | 6 | 3,528 | 0.17 |
| Florida | 225 | 192,702 | 0.12 | 207 | 201,040 | 0.10 |
| Georgia | 173 | 109,355 | 0.16 | 162 | 111,535 | 0.15 |
| Hawaii | 8 | 10,099 | 0.08 | 9 | 10,174 | 0.09 |
| Idaho | 34 | 15,980 | 0.21 | 23 | 16,154 | 0.14 |
| Illinois | 151 | 105,297 | 0.14 | 121 | 104,906 | 0.12 |
| Indiana | 123 | 78,311 | 0.16 | 135 | 79,204 | 0.17 |
| Iowa | 67 | 31,641 | 0.21 | 49 | 31,414 | 0.16 |
| Kansas | 69 | 30,208 | 0.23 | 47 | 30,710 | 0.15 |
| Kentucky | 79 | 46,996 | 0.17 | 73 | 47,941 | 0.15 |
| Louisiana | 89 | 47,758 | 0.19 | 87 | 48,252 | 0.18 |
| Maine | 21 | 14,129 | 0.15 | 10 | 14,301 | 0.07 |
| Maryland | 65 | 56,688 | 0.11 | 55 | 56,432 | 0.10 |
| Massachusetts | 36 | 56,311 | 0.06 | 26 | 57,552 | 0.05 |
| Michigan | 91 | 95,132 | 0.10 | 107 | 97,384 | 0.11 |
| Minnesota | 81 | 56,974 | 0.14 | 70 | 57,395 | 0.12 |
| Mississippi | 66 | 38,758 | 0.17 | 84 | 39,499 | 0.21 |
| Missouri | 89 | 69,458 | 0.13 | 105 | 70,909 | 0.15 |
| Montana | 21 | 12,033 | 0.17 | 12 | 12,157 | 0.10 |
| Nebraska | 30 | 19,322 | 0.16 | 53 | 19,613 | 0.27 |
| Nevada | 24 | 24,649 | 0.10 | 17 | 25,302 | 0.07 |
| New Hampshire | 13 | 12,903 | 0.10 | 12 | 12,970 | 0.09 |
| New Jersey | 71 | 74,530 | 0.10 | 85 | 74,856 | 0.11 |
| New Mexico | 55 | 25,086 | 0.22 | 71 | 25,347 | 0.28 |
| New York | 146 | 129,737 | 0.11 | 128 | 129,263 | 0.10 |
| North Carolina | 146 | 105,213 | 0.14 | 129 | 108,012 | 0.12 |
| North Dakota | 63 | 10,100 | 0.62 | 49 | 10,511 | 0.47 |
| Ohio | 136 | 112,767 | 0.12 | 142 | 112,766 | 0.13 |
| Oklahoma | 117 | 47,999 | 0.24 | 137 | 47,699 | 0.29 |
| Oregon | 35 | 33,706 | 0.10 | 35 | 34,610 | 0.10 |
| Pennsylvania | 176 | 98,628 | 0.18 | 170 | 99,882 | 0.17 |
| Rhode Island | 5 | 7,775 | 0.06 | 3 | 7,677 | 0.04 |
| South Carolina | 74 | 48,986 | 0.15 | 67 | 49,931 | 0.13 |
| South Dakota | 19 | 9,122 | 0.21 | 22 | 9,225 | 0.24 |
| Tennessee | 132 | 71,067 | 0.19 | 119 | 72,336 | 0.16 |
| Texas | 554 | 244,525 | 0.23 | 570 | 243,076 | 0.23 |
| Utah | 20 | 27,005 | 0.07 | 21 | 27,554 | 0.08 |
| Vermont | 10 | 7,116 | 0.14 | 11 | 7,059 | 0.16 |
| Virginia | 95 | 80,767 | 0.12 | 96 | 80,985 | 0.12 |
| Washington | 43 | 57,211 | 0.08 | 40 | 58,060 | 0.07 |
| West Virginia | 48 | 19,232 | 0.25 | 31 | 19,117 | 0.16 |
| Wisconsin | 88 | 59,486 | 0.15 | 59 | 60,053 | 0.10 |
| Wyoming | 25 | 9,309 | 0.27 | 34 | 9,457 | 0.36 |
| National Totals | 4,278 | 2,988,323 | 0.14 | 4,161 | 3,025,656 | 0.14 |

Notes: D.C. = District of Columbia. Fatality rate is equal to "Fatalities" divided by "Million VMT," multiplied by 100. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Data Source: VMT - Federal Highway Administration (FHWA), *Highway Statistics 2014*; Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-8 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2014



Data Sources: Vehicle Miles Traveled - FHWA, *Highway Statistics 2014* (VM-2); Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-9 Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 2011-2014

| Occupant of: | 2011 | 2012 | 2013 | 2014 |
|--------------------------------|--------------|--------------|--------------|--------------|
| Passenger Car | 1,380 | 1,423 | 1,446 | 1,441 |
| Light Truck | 1,082 | 1,153 | 1,163 | 1,162 |
| Large Truck | 640 | 697 | 695 | 657 |
| Motorcycle | 221 | 251 | 208 | 221 |
| Bus | 11 | 10 | 16 | 15 |
| Other/Unknown | 19 | 20 | 12 | 18 |
| Total Vehicle Occupants | 3,353 | 3,554 | 3,540 | 3,514 |

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-10 Nonmotorists Killed in Large Truck Crashes, 2011-2014

| Nonmotorist Type | 2011 | 2012 | 2013 | 2014 |
|---------------------------------------|--------------|--------------|--------------|--------------|
| Total Nonmotorist Fatalities | 428 | 390 | 441 | 389 |
| Pedestrian | 335 | 305 | 339 | 305 |
| Pedalcyclist | 60 | 62 | 79 | 60 |
| Other/Unknown Nonmotorist | 33 | 23 | 23 | 24 |
| Total Fatalities | 3,781 | 3,944 | 3,964 | 3,903 |
| Percent Nonmotorist Fatalities | 11% | 10% | 11% | 10% |

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, or others such as skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances.

Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-11 Nonmotorists Killed in Bus Crashes, 2011-2014

| Nonmotorist Type | 2011 | 2012 | 2013 | 2014 |
|---------------------------------------|------------|------------|------------|------------|
| Total Nonmotorist Fatalities | 80 | 89 | 90 | 92 |
| Pedestrian | 69 | 77 | 72 | 78 |
| Pedalcyclist | 10 | 12 | 13 | 14 |
| Other/Unknown Nonmotorist | 1 | 0 | 5 | 0 |
| Total Fatalities | 284 | 282 | 320 | 281 |
| Percent Nonmotorist Fatalities | 28% | 32% | 28% | 33% |

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances. These numbers include fatal crash data from the Fatality Analysis Reporting System (FARS) and injury crash and property-damage-only (PDO) crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), FARS; Injury and PDO Crashes - NHTSA, GES.

4-12 Fatal Crashes by Work Zone, 2011-2014

| Crash Type: | 2011 | | 2012 | | 2013 | | 2014 | |
|--|--------------|---------|--------------|---------|--------------|---------|--------------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Large Truck Fatal Crashes | 3,365 | 100.0% | 3,486 | 100.0% | 3,554 | 100.0% | 3,424 | 100.0% |
| Work Zone | 145 | 4.3% | 132 | 3.8% | 151 | 4.2% | 183 | 5.3% |
| Not a Work Zone | 3,220 | 95.7% | 3,354 | 96.2% | 3,403 | 95.8% | 3,241 | 94.7% |
| All Fatal Crashes | 29,867 | 100.0% | 31,006 | 100.0% | 30,203 | 100.0% | 29,989 | 100.0% |
| Work Zone | 533 | 1.8% | 555 | 1.8% | 536 | 1.8% | 607 | 2.0% |
| Not a Work Zone | 29,334 | 98.2% | 30,451 | 98.2% | 29,667 | 98.2% | 29,382 | 98.0% |
| Percent of Work-Zone Fatal Crashes that Involved at Least One Large Truck | 27.2% | | 23.8% | | 27.7% | | 30.1% | |
| Percent of All Fatal Crashes that Involved at Least One Large Truck | 11.3% | | 11.2% | | 11.8% | | 11.4% | |

Notes: "Not a Work Zone" counts includes crashes where location was unknown. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.

Data Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

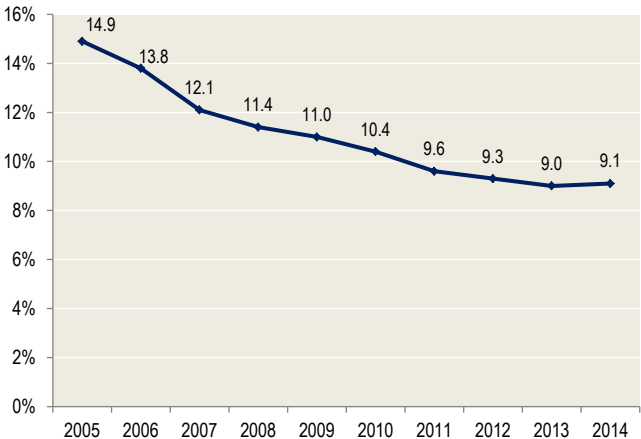
4-13 Truck Weight Rating for Large Trucks in Fatal Crashes, 2011-2014

| Truck Weight Rating | 2011 | 2012 | 2013 | 2014 |
|-----------------------------|--------------|--------------|--------------|--------------|
| Class 1: < 6,000 lb | 0 | 0 | 1 | 0 |
| Class 2: 6,001 - 10,000 lb | 4 | 6 | 2 | 2 |
| Class 3: 10,001 - 14,000 lb | 275 | 286 | 256 | 155 |
| Class 4: 14,001 - 16,000 lb | 100 | 77 | 93 | 68 |
| Class 5: 16,001 - 19,500 lb | 82 | 91 | 83 | 78 |
| Class 6: 19,501 - 26,000 lb | 193 | 215 | 221 | 221 |
| Class 7: 26,001 - 33,000 lb | 218 | 212 | 243 | 234 |
| Class 8: > 33,000 lb | 2,678 | 2,841 | 2,945 | 2,898 |
| Unknown | 83 | 97 | 77 | 88 |
| Total | 3,633 | 3,825 | 3,921 | 3,744 |

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Starting in 2013, Vehicle Identification Number (VIN)-derived data elements, including Truck Weight Rating, were moved to a separate file in the Fatality Analysis Reporting System (FARS) (Vindecode).

Data Source: National Highway Traffic Safety Administration (NHTSA), FARS.

4-14 Percentage of Large Truck Drivers in Fatal Crashes Not Wearing Any Type of Safety Belt, 2005-2014



Note: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-15 Hazardous Materials (HM) Cargo Release in Crashes Involving Large Trucks with HM Placards, 2011-2015

| Cargo Release | Number of Large Trucks | | | | |
|------------------------|------------------------|--------------|--------------|--------------|--------------|
| | 2011 | 2012 | 2013 | 2014 | 2015* |
| Cargo Release: No | 2,016 | 2,000 | 2,419 | 2,511 | 1,944 |
| Cargo Release: Yes | 312 | 358 | 384 | 442 | 376 |
| Corrosives | 20 | 27 | 44 | 37 | 35 |
| Explosives | 11 | 12 | 7 | 13 | 9 |
| Flammable Liquid | 143 | 202 | 215 | 255 | 199 |
| Flammable Solids | 3 | 5 | 1 | 2 | 6 |
| Gases | 41 | 36 | 47 | 41 | 51 |
| Miscellaneous | | | | | |
| Dangerous Goods | 25 | 27 | 28 | 30 | 21 |
| Oxidizing Substances | 3 | 5 | 3 | 6 | 6 |
| Poison & Infectious | | | | | |
| Substances | 2 | 2 | 6 | 6 | 4 |
| Radioactive Material | 0 | 0 | 0 | 1 | 0 |
| Unknown | 64 | 42 | 33 | 51 | 45 |
| Cargo Release: Unknown | 566 | 401 | 439 | 725 | 436 |
| Total | 2,894 | 2,759 | 3,242 | 3,678 | 2,756 |

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: Large trucks are defined here as vehicles designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds or any vehicle carrying HM that requires placarding, regardless of weight.

Data Source: FMCSA, MCMIS, data snapshot as of January 29, 2016.

4-16 Large Truck and Bus Drivers in Crashes, by Driver's License Class, 2011-2015

| License Class | Number of Vehicles Involved | | | | |
|---------------|-----------------------------|----------------|----------------|----------------|----------------|
| | 2011 | 2012 | 2013 | 2014 | 2015* |
| Class A | 89,868 | 90,094 | 97,576 | 107,517 | 70,023 |
| Class B | 18,926 | 19,610 | 20,767 | 21,242 | 13,593 |
| Class C | 8,417 | 8,585 | 9,998 | 10,824 | 6,972 |
| Class D | 11,471 | 12,611 | 13,645 | 15,434 | 10,694 |
| Class M | 364 | 507 | 1,186 | 1,356 | 1,000 |
| Unknown | 9,551 | 6,956 | 6,977 | 7,581 | 4,883 |
| Total | 138,597 | 138,363 | 150,149 | 163,954 | 107,165 |

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight. A bus is defined as a vehicle with seats for at least nine people, including the driver. Descriptions for driver's license classes are as follows: Class A pertains to any combination of vehicles which has a GCWR or gross combination weight of 26,001 pounds or more, whichever is greater, inclusive of a towed unit(s) with a GVWR or gross vehicle weight of more than 10,000 pounds, whichever is greater. Class B pertains to any single vehicle which has a GVWR or gross vehicle weight of 26,001 pounds or more, or any such vehicle towing a vehicle with a GVWR or gross vehicle weight that does not exceed 10,000 pounds. Class C pertains to any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is transporting material that has been designated as hazardous and is required to be placarded or is transporting any quantity of a material listed as a select agent or toxin. Class D pertains to any vehicle, or any combination of vehicles, with a GVWR of 26,000 pounds or less that is not used 1) for the purpose of transporting HM which are required by law to be placarded, 2) to transport more than 15 passengers including the driver, and 3) is not a school bus used to transport children to and from school for compensation. Class M pertains to motorcycles and motor-driven cycles.

Data Source: FMCSA, MCMIS, data snapshot as of January 29, 2016.

4-17 Large Trucks in Crashes by Operation Classification, 2011-2015

| Classification | 2011 | 2012 | 2013 | 2014 | 2015* |
|--|----------------|----------------|----------------|----------------|----------------|
| For-Hire | 59,975 | 59,801 | 64,278 | 67,477 | 71,755 |
| Private | 18,373 | 18,508 | 19,977 | 19,880 | 20,123 |
| Both For-Hire and Private | 16,956 | 18,000 | 21,077 | 22,681 | 23,471 |
| Neither For-Hire Nor Private/No USDOT Number | 29,060 | 27,250 | 28,428 | 28,213 | 27,775 |
| Total | 124,364 | 123,559 | 133,760 | 138,251 | 143,124 |

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.

Data Sources: Crash data for all years: FMCSA, MCMIS, data snapshot as of January 29, 2016. For-hire and private information: FMCSA, MCMIS, data snapshots as of September 23, 2011, September 28, 2012, June 20, 2014, January 23, 2015, and January 29, 2016.

4-18 Large Trucks in Crashes by Carrier Operation, 2011-2015

| Carrier Operation | 2011 | 2012 | 2013 | 2014 | 2015* |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Interstate | 85,196 | 85,683 | 92,979 | 96,766 | 97,188 |
| Intrastate Hazardous Materials (HM) | 1,212 | 1,142 | 1,276 | 1,353 | 1,323 |
| Intrastate Non-HM** | 9,749 | 10,053 | 11,901 | 12,706 | 14,698 |
| Unknown Carrier Operation** | 28,207 | 26,681 | 27,604 | 27,426 | 29,915 |
| Total | 124,364 | 123,559 | 133,760 | 138,251 | 143,124 |

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

**Some States do not require intrastate non-HM carriers to obtain USDOT numbers.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying HM that requires placarding, regardless of weight.

Data Sources: Crash data for all years: FMCSA, MCMIS, data snapshot as of January 29, 2016. Interstate and HM information: FMCSA, MCMIS, data snapshots as of September 23, 2011, September 28, 2012, June 20, 2014, January 23, 2015, and January 29, 2016.

4-19 Bus Fatal Crashes, 1975-2014

| Year | Fatal Crashes Involving Buses | Bus Occupant Fatalities | Total Fatalities in Bus Crashes | Million VMT by Buses | Rates per 100 Million VMT | | Buses Registered |
|------|-------------------------------|-------------------------|---------------------------------|----------------------|-------------------------------|---------------------------|------------------|
| | | | | | Fatal Crashes Involving Buses | Fatalities in Bus Crashes | |
| 1975 | 323 | 53 | 348 | 6,055 | 5.33 | 5.75 | 462,156 |
| 1980 | 329 | 46 | 390 | 6,059 | 5.43 | 6.44 | 528,789 |
| 1985 | 337 | 57 | 398 | 4,478 | 7.53 | 8.89 | 593,485 |
| 1990 | 286 | 32 | 340 | 5,726 | 4.99 | 5.94 | 626,987 |
| 1995 | 271 | 33 | 311 | 6,420 | 4.22 | 4.84 | 685,503 |
| 2000 | 323 | 22 | 357 | 7,590 | 4.26 | 4.70 | 746,125 |
| 2005 | 278 | 58 | 340 | 6,980 | 3.98 | 4.87 | 807,053 |
| 2010 | 247 | 44 | 278 | 13,770 | 1.79 | 2.02 | 846,051 |
| 2011 | 243 | 55 | 284 | 13,807 | 1.76 | 2.06 | 666,064 |
| 2012 | 252 | 39 | 282 | 14,781 | 1.70 | 1.91 | 764,509 |
| 2013 | 282 | 54 | 320 | 15,167 | 1.86 | 2.11 | 864,549 |
| 2014 | 233 | 44 | 281 | 15,999 | 1.46 | 1.76 | 872,027 |

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2014*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-20 Bus Injury Crashes, 2011-2014

| Year | Injury Crashes Involving Buses | Buses Involved in Injury Crashes | Persons Injured in Bus Crashes | Million VMT by Buses | Rates per 100 Million VMT | | Buses Registered |
|------|--------------------------------|----------------------------------|--------------------------------|----------------------|--------------------------------|--------------------------------|------------------|
| | | | | | Injury Crashes Involving Buses | Persons Injured in Bus Crashes | |
| 2011 | 13,000 | 13,000 | 24,000 | 13,807 | 96.8 | 176.7 | 666,064 |
| 2012 | 12,000 | 12,000 | 23,000 | 14,781 | 80.6 | 156.3 | 764,509 |
| 2013 | 18,000 | 18,000 | 38,000 | 15,167 | 117.0 | 250.6 | 864,549 |
| 2014 | 11,000 | 11,000 | 22,000 | 15,999 | 68.7 | 139.0 | 872,027 |

Notes: The rates displayed in this table are based on unrounded General Estimates System (GES) data. "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined here as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), GES.

4-21 Fatal Crashes Involving Buses, by Type of Bus, 1975-2014

| Year | School Bus | Cross-Country Intercity Bus (Motorcoach) | Transit Bus | Van-Based Bus* | Other Bus Type | Bus Type Unknown | Total |
|------|------------|--|-------------|----------------|----------------|------------------|-------|
| 1975 | 129 | 29 | 128 | — | 18 | 19 | 323 |
| 1980 | 117 | 38 | 149 | — | 14 | 11 | 329 |
| 1985 | 126 | 29 | 116 | — | 33 | 33 | 337 |
| 1990 | 111 | 26 | 113 | — | 19 | 17 | 286 |
| 1995 | 109 | 23 | 101 | — | 23 | 15 | 271 |
| 2000 | 119 | 40 | 127 | — | 20 | 17 | 323 |
| 2005 | 110 | 37 | 83 | — | 34 | 14 | 278 |
| 2010 | 113 | 35 | 84 | — | 11 | 4 | 247 |
| 2011 | 97 | 40 | 68 | 25 | 10 | 3 | 243 |
| 2012 | 101 | 34 | 78 | 30 | 7 | 2 | 252 |
| 2013 | 114 | 44 | 82 | 28 | 10 | 4 | 282 |
| 2014 | 90 | 31 | 79 | 8 | 21 | 4 | 233 |

* "Van-based bus" was listed as a bus type for the first time in 2011.

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-22 Estimated Costs of Large Truck and Bus Crashes, 2011-2014 (2014 Dollars)

| Year | Fatal Crashes | Injury Crashes | Property-Damage-Only (PDO) Crashes | All Large Truck and Bus Crashes |
|------|---------------|----------------|------------------------------------|---------------------------------|
| 2011 | \$40 Billion | \$34 Billion | \$18 Billion | \$93 Billion |
| 2012 | \$42 Billion | \$39 Billion | \$21 Billion | \$102 Billion |
| 2013 | \$43 Billion | \$40 Billion | \$22 Billion | \$105 Billion |
| 2014 | \$41 Billion | \$43 Billion | \$28 Billion | \$112 Billion |

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The total costs may not add up exactly due to rounding. Changes to past years are the result of updating for inflation and changes in guidance from the Office of the Secretary of Transportation on how to value fatalities and injuries.

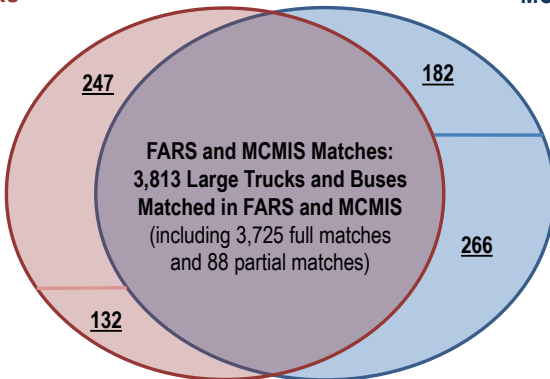
Data Source: T. Miller, E. Zaloshnja, and R. Spicer, Revised Cost of Large Truck and Bus Involved Crashes (2002), adjusted to 2014 dollars and 2015 value of a statistical life (VSL), and updated to reflect new guidance on valuing injuries from the Office of the Secretary of Transportation.

4-23 Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) Matching for Large Trucks and Buses in Fatal Crashes, 2014

| Number | Category | Percentage |
|--------------|---|---------------|
| 3,725 | Large trucks and buses matched in FARS and MCMIS | 80.3% |
| 88 | Large trucks and buses that were partially matched in FARS and MCMIS | 1.9% |
| 247 | Large trucks and buses in FARS and not in MCMIS | 5.3% |
| 132 | Large trucks and buses in FARS matched to large trucks and buses in non-fatal crashes in MCMIS | 2.8% |
| 182 | Large trucks and buses in MCMIS and not in FARS | 3.9% |
| 266 | Large trucks and buses in MCMIS matched to vehicles in FARS that were not large trucks or buses | 5.7% |
| 4,640 | Total large trucks and buses in fatal crashes in FARS, MCMIS, or both | 100.0% |

FARS

MCMIS



Notes: A large truck is defined in FARS as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A large truck is defined in MCMIS as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: National Highway Traffic Safety Administration (NHTSA), FARS; FMCSA, MCMIS, data snapshot as of January 29, 2016.

5. DATA QUALITY

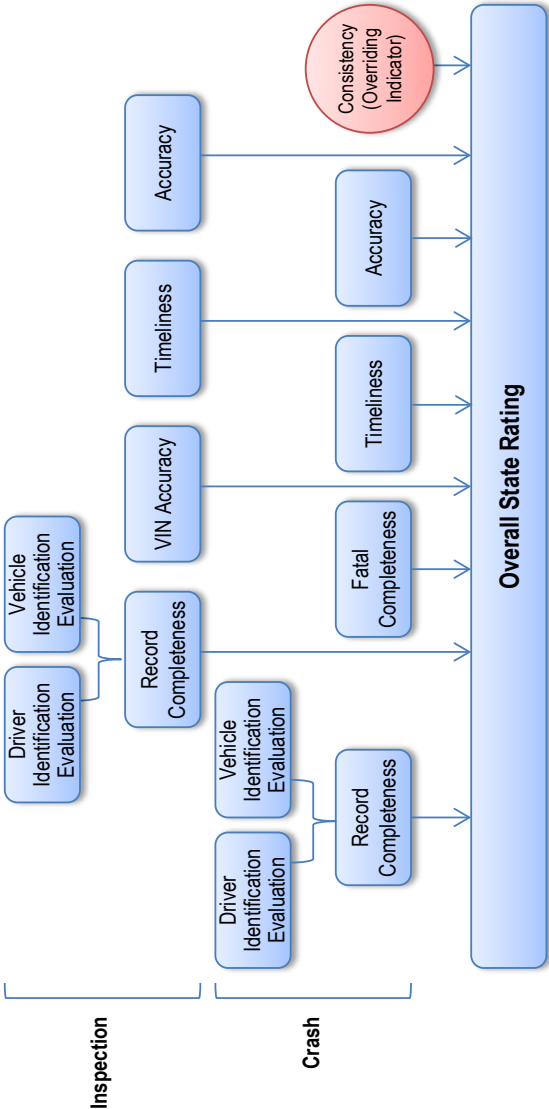
State Safety Data Quality (SSDQ) Methodology

FMCSA has implemented the State Safety Data Quality (SSDQ) Methodology to evaluate the completeness, timeliness, accuracy, and consistency of State-reported data. The SSDQ evaluation uses a 12-month timeframe that ends 3 months prior to the Motor Carrier Management Information System (MCMIS) snapshot for each measure, unless otherwise stated in the rating description. The methodology consists of eight performance measures (four crash and four inspection measures) and one overriding performance indicator (see 5-1). The SSDQ methodology has changed over the years to represent higher thresholds of data quality. Since 2004, additional performance measures have been added related to the completeness of driver and vehicle information contained in crash and inspection reports.

The SSDQ evaluation is updated monthly to reflect improvements in crash and roadside inspection reporting. States receive an overall rating of “Good,” “Fair,” or “Poor” for each SSDQ measure and rating. FMCSA developed the color-coded SSDQ map (see 5-2) as a visual tool for States to use in improving crash and inspection data reported to FMCSA. The overall data quality rating for each State is based on the following criteria:

- Good (green) for States with at least one good crash measure, one good inspection measure, and no poor measures.
- Fair (yellow) for States with no more than one poor measure.
- Poor (red) for States with two or more poor measures. Red-flagged States are automatically rated poor overall.

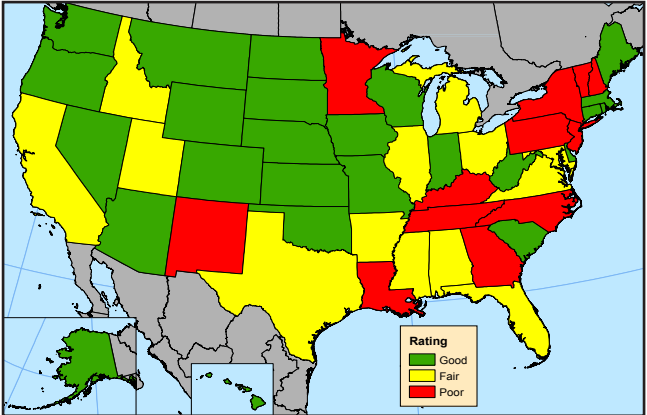
5-1 State Safety Data Quality (SSDQ) Performance Measures



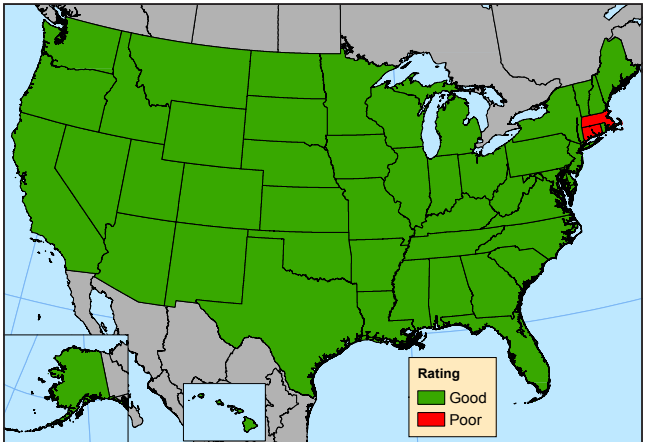
Data Source: FMCSA, Analysis & Information (A&I) Online, <http://ai.fmcsa.dot.gov/DataQuality>.

5-2 Overall State Safety Data Quality (SSDQ) Ratings, June 2004 and December 2015

Overall SSDQ Ratings, June 2004



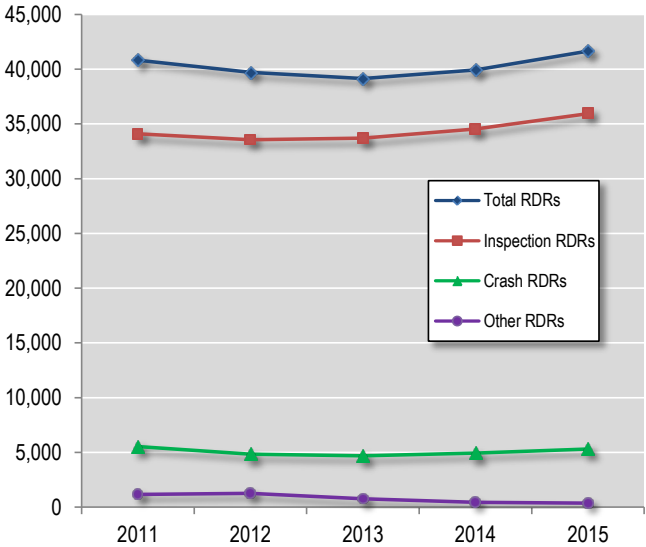
Overall SSDQ Ratings, December 2015



Note: Ratings depicted on this map are overall State ratings. Washington, D.C. is rated poor (red) as of June, 2004 and December, 2015.

Data Source: June 2004 Ratings: FMCSA, Analysis & Information (A&I) Online, State Safety Data Quality (SSDQ) as of June, 2004; December 2015 Ratings: FMCSA, A&I Online, SSDQ as of December, 2015. For most recent State ratings, refer to: <http://ai.fmcsa.dot.gov/mapping/ssdq>.

5-3 Annual Requests for Data Review (RDRs) in DataQs, 2011-2015



Data Source: FMCSA, DataQs, March 4, 2016 (based on submissions received in 2015).

DataQs is the online system for drivers, motor carriers, Federal and State agencies, and others to file concerns about Federal and State data maintained in the Motor Carrier Management Information System (MCMIS) and released to the public by FMCSA. The DataQs system provides affected commercial motor carriers, commercial drivers, and others an opportunity to seek and obtain correction of information maintained and disseminated by FMCSA.

For more information on DataQs, please refer to:
<https://dataqs.fmcsa.dot.gov>.

6. GRANT PROGRAMS

FMCSA safety grant funding opportunities are available primarily to State and local government agencies in the 50 States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands. Applicants for FMCSA funding opportunities should be working on commercial motor vehicle (CMV) safety activities with efforts directly linked to FMCSA's mission. An overview of 2015 FMCSA grant awards and short program descriptions are presented below. More information on these grant programs can be found at <http://www.fmcsa.dot.gov/mission/grants>.

6-1 FMCSA Grant Awards, 2015

| Grant Program | Total Awards |
|----------------------------|----------------------|
| Border Enforcement | \$32,000,000 |
| CDL Program Implementation | \$30,000,000 |
| CMVOST | \$2,269,970 |
| CVISN | \$12,373,949 |
| MCSAP Basic & Incentive | \$168,275,000 |
| MCSAP High Priority | \$15,000,000 |
| MCSAP New Entrant | \$29,668,542 |
| PRISM | \$5,000,000 |
| SaDIP | \$2,018,860 |
| Total Grant Awards | \$296,606,321 |

Border Enforcement Grant (BEG)

The BEG program is a Federal discretionary grant program that provides financial assistance to States and entities that share a land border with another country for carrying out border CMV safety programs and related enforcement activities and projects. The Federal share of the BEG may be 100 percent of the expenditures approved in the State or entity's Border Enforcement Plan provided the maintenance of expenditures amount is met.

Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant

The CMVOST Grant Program is a discretionary program that provides financial assistance to public or private organizations that train operators of CMVs as defined by 31301 of Title 49 (i.e., accredited post-secondary educational institutions such as colleges, universities, vocational-technical schools, associations, and truck driver training schools). The goals of the

CMVOST grant program are to expand the number of CDL holders who possess enhanced operator safety training to help reduce the severity and number of crashes on U.S. roads involving CMVs, and to assist current or former members of the U.S. Armed Forces (including National Guard members and Reservists) and their spouses who are transitioning to the CMV operation industry by offering training.

Commercial Driver's License Program Implementation (CDLPI) Grant

The CDLPI grant provides financial assistance to States to achieve compliance with the requirements of 49 CFR Parts 383 and 384. The goal of the national Commercial Driver's License (CDL) program is to reduce the number and severity of CMV crashes in the United States by ensuring that only qualified drivers are eligible to receive and retain a CDL. The Federal share of CDLPI grants is 100 percent of the expenditures approved in the State or entity's application.

Commercial Vehicle Information Systems and Networks (CVISN) Grant

The Commercial Vehicle Information Systems and Networks (CVISN) grant program provides discretionary funding for States and the District of Columbia to deploy, operate, and maintain elements of their CVISN programs, including commercial vehicle, commercial driver, and carrier-specific information systems and networks. The agency in each State and the District of Columbia that is primarily responsible for the development, implementation, and maintenance of CVISN-related systems is eligible to apply for grant funding. To learn more about the CVISN program, visit <https://www.fmcsa.dot.gov/information-systems/cvisn/commercial-vehicle-information-systems-and-networks-cvisn>.

Motor Carrier Safety Assistance Program (MCSAP) Basic and Incentive Grants

Under the MCSAP Basic and Incentive grant programs, a State's lead MCSAP agency is eligible to apply for Basic and Incentive grant funding by submitting a commercial vehicle safety plan. FMCSA will reimburse each State's lead MCSAP agency 80 percent of eligible costs incurred in a fiscal year. Each lead agency will provide a 20 percent match of funds to qualify for the program. No match is required for the U.S. territories, with the exception of Puerto Rico. Basic grant funds are distributed proportionally based on four equally rated factors. A State lead MCSAP agency may qualify for Incentive grant funds if it can demonstrate CMV safety program improvement in five specific categories. Prior to the start of each fiscal year, FMCSA calculates the amount of Basic and Incentive funding each State is expected to receive.

MCSAP High Priority Grant

MCSAP High Priority grant funding is available for projects that are national in scope, increase public awareness and education, demonstrate new technologies, and reduce the number and rate of CMV accidents. Eligible recipients are State agencies, local governments, and organizations representing government agencies that use and train qualified officers and employees in coordination with State motor vehicle safety agencies. FMCSA may reserve High Priority funding exclusively for innovative traffic enforcement projects, with particular emphasis on work zone enforcement and rural road safety.

New Entrant Safety Audit Grant

The goal of the New Entrant Safety Audit grant program is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. New Entrant discretionary grant funds will be awarded to States and local government for New Entrant safety audits on interstate motor carriers. States may use these funds for salaries and related expenses of New Entrant auditors, including training and equipment, and to perform other eligible activities that are directly related to conducting safety audits. The Federal share for the New Entrant grants is established at 100 percent of authorized funds.

Performance and Registration Information Systems Management (PRISM) Grant

The PRISM grant program is a cooperative Federal-State safety program developed to reduce commercial vehicle accidents. The performance of unsafe carriers is improved through a comprehensive system of identifications, education, data gathering, safety monitoring, and treatment. The PRISM program incorporates Registration and Enforcement processes to identify motor carriers and hold them responsible for the safety of their operations. To be eligible, State agencies located in one of the 50 States or in one of the U.S. territories must work on highway traffic safety activities and demonstrate a capacity to work with highway traffic safety stakeholders.

Safety Data Improvement Program (SaDIP) Grant

The goal of SaDIP grant funding is to provide financial and technical assistance to States to facilitate the collection of accurate, complete, and timely data on all large commercial truck and bus crashes that involve a fatality, injury, or a vehicle towed from the crash scene. Reports from the Government Accountability Office and the USDOT Inspector General have recommended that improvements be made in FMCSA crash and enforcement data. Congress has responded by providing funding annually for FMCSA to work with the States to improve reporting of large commercial truck and bus crashes.

7. AGENCY RESOURCES

FMCSA Web site

<http://www.fmcsa.dot.gov>

Analysis & Information (A&I) Online

<http://ai.fmcsa.dot.gov>

Compliance, Safety, Accountability (CSA)

<https://csa.fmcsa.dot.gov>

Commercial Vehicle Information Systems and Networks (CVISN)

<http://www.fmcsa.dot.gov/grants/cvisn-grant/commercial-vehicle-information-systems-and-networks-cvisn-grant>

DataQs

<http://dataqs.fmcsa.dot.gov>

FMCSA New Entrant Safety Assurance Program

<http://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program>

FMCSA Portal

<https://portal.fmcsa.dot.gov>

Freight Analysis Framework (FAF)

http://ops.fhwa.dot.gov/FREIGHT/freight_analysis/faf/index.htm

Motor Carrier Management Information System (MCMIS)

<http://mcmiscatalog.fmcsa.dot.gov>

Fatality Analysis Reporting System (FARS)

<http://www.nhtsa.gov/FARS>

Federal Highway Administration (FHWA) Highway Statistics Series

<https://www.fhwa.dot.gov/policyinformation/statistics>

General Estimates System (GES)

<http://www.nhtsa.gov/NASS>

Licensing & Insurance (L&I)

<http://li-public.fmcsa.dot.gov>

State Safety Data Improvement Program (SaDIP)

<http://www.fmcsa.dot.gov/grants/safety-data-improvement-grant/safety-data-improvement-program-grant-sadip>







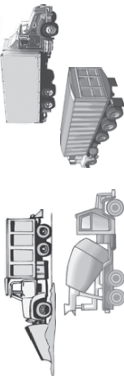



GLOSSARY AND LIST OF ACRONYMS

| | |
|--------------|--|
| A&I | Analysis & Information |
| ABS | Antilock Braking System |
| BEG | Border Enforcement Grant |
| BTS | Bureau of Transportation Statistics |
| CDL | Commercial Driver's License |
| CDLPI | Commercial Driver's License Program Improvement |
| CMV | Commercial Motor Vehicle (includes both large trucks and buses) |
| CMVOST | Commercial Motor Vehicle Operator Safety Training |
| CR | Compliance Review |
| CSA | Compliance, Safety, Accountability (CSA) is a major FMCSA safety measurement and reporting initiative. Designed to replace the SafeStat program, CSA was previously known as "Comprehensive Safety Analysis," or more commonly "CSA 2010." |
| CVISN | Commercial Vehicle Information Systems and Networks |
| DataQs | DataQs is an FMCSA system that allows users to request and track reviews of Federal and State data issued by FMCSA. The system automatically forwards a user's Request for Data Review to the appropriate office for resolution and collects updates and responses for current requests. |
| Domicile | Refers to the headquarters location of a carrier. |
| FAF | Freight Analysis Framework |
| FARS | Fatality Analysis Reporting System |
| FHWA | Federal Highway Administration |
| FMCSA | Federal Motor Carrier Safety Administration |
| FMCSRs | Federal Motor Carrier Safety Regulations |
| Form MCS-150 | Motor Carrier Identification Report (Application for USDOT Number) |
| GES | General Estimates System |
| GCWR | Gross Combination Weight Rating |
| GVWR | Gross Vehicle Weight Rating |
| HM | Hazardous Materials |


























| | |
|----------------|---|
| HMRs | Hazardous Materials Regulations |
| HMSP | Hazardous Materials Carrier with a Safety Permit |
| HOS | Hours of Service |
| L&I | Licensing & Insurance |
| MCMIS | The Motor Carrier Management Information System (MCMIS) is an FMCSA system that contains crash, census, and inspection files created to monitor and develop safety standards for commercial motor vehicles operating in interstate commerce. |
| MCSAP | Motor Carrier Safety Assistance Program |
| MMUCC | Model Minimum Uniform Crash Criteria |
| NHTSA | National Highway Traffic Safety Administration |
| OOS | Out of Service |
| OP-2 Authority | Carriers with OP-2 authority are Mexico-domiciled for-hire motor carriers and private motor carriers who transport property only in municipalities in the United States on the United States-Mexico international border or within the commercial zones of such municipalities. |
| PDO | Property Damage Only |
| PRISM | Performance and Registration Information Systems Management |
| RDR | Request for Data Review |
| SaDIP | State Safety Data Improvement Program |
| SBUCMVD | Seat Belt Usage by Commercial Motor Vehicle Drivers |
| SCR | Security Contact Review |
| SMS | Safety Measurement System |
| SSDQ | State Safety Data Quality |
| TSI | Transportation Services Index |
| UCR | Unified Carrier Registration |
| URS | Unified Registration System |
| USDOT | U.S. Department of Transportation |
| VIN | Vehicle Identification Number |
| VMT | Vehicle Miles Traveled |
| VSL | Value of a Statistical Life |

Visor Cards for Law Enforcement

The FMCSA State Safety Data Quality (SSDQ) Program created five quick-reference visor identification cards for use by law enforcement officers. The cards are laminated and may be placed in the law enforcement vehicle sun visor.

| Vehicle Configuration | |
|---|---|
| <p style="text-align: center;">Bus (9-15 Seats, Including Driver)</p>  | <p style="text-align: center;">Truck/Trailer (Single-Unit Truck Pulling a Trailer)</p>  |
| <p style="text-align: center;">Bus (16 or More Seats, Including Driver)</p>  | <p style="text-align: center;">Truck Tractor (Bobtail)</p>  |
| <p style="text-align: center;">Single-Unit (2 Axles, 6 Tires)</p>  | <p style="text-align: center;">Tractor/Semi Trailer (One Trailer)</p>  |
| <p style="text-align: center;">Single-Unit (3 or More Axles)</p>  | <p style="text-align: center;">Truck Tractor/Double (Two Trailers)</p>  |
| <p style="text-align: center;">Truck Tractor/Triple (Three Trailers)</p>  | |
| <p style="text-align: center;">Federal Motor Carrier Safety Administration</p> <p style="text-align: center;">  U.S. Department of Transportation www.fmcsa.dot.gov </p> <p style="text-align: right; font-size: small;">Revised 06/05</p> | |

These cards are intended to assist officers in the process of determining FMCSA's selection criteria for completing the commercial motor vehicle (CMV) section of their State's crash report form. The pictured visor card aids officers in identifying the correct vehicle configuration and cargo body type. All five visor cards are available for download at: <https://www.fmcsa.dot.gov/regulations/enforcement/visor-cards-law-enforcement>.

| Cargo Body Type | | | | |
|--|--|--|--|---|
| Bus (9-15 Seats, Including Driver)  | Bus (16 or More Seats, Including Driver)  | Van/Enclosed Box  | Cargo Tank  | Flat Bed  |
| Dump  | Concrete Mixer  | Auto Transporter  | Garbage/Refuse  | Grain, Chips, Gravel  |
| Dump  | Concrete Mixer  | Auto Transporter  | Garbage/Refuse  | Grain, Chips, Gravel  |
| Dump  | Concrete Mixer  | Auto Transporter  | Garbage/Refuse  | Grain, Chips, Gravel  |
| Pole  | Log  | Intermodal Chassis  | Vehicle Towing Motor Vehicle  | No Cargo Body  |

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