



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2016

FEDERAL MOTOR
CARRIER SAFETY
ADMINISTRATION

SUBMITTED FOR THE USE OF THE
COMMITTEES ON APPROPRIATIONS

FISCAL YEAR 2016 PERFORMANCE BUDGET

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

SUBMISSION FOR THE USE OF THE COMMITTEES FOR

APPROPRIATIONS

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National Registry: Raising the Bar on CMV Driver Fitness

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

Upon publishing the rule, FMCSA estimated that by 2015, approximately 40,000 medical examiners would be needed to support the 5.2 million CMV drivers across the United States. Six weeks after the compliance date, FMCSA's communications and outreach efforts certified 30,600 medical examiners that are now listed on the National Registry. An additional 20,000 medical professional have registered to become certified. With approximately 600 medical examiners per week registering to take the certification test, this incredible success far exceeded the Agency's expectations.

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

Statement of the FMCSA Acting Administrator
T.F. Scott Darling, III
Fiscal Year 2016 Budget Submission

I am pleased to present the Federal Motor Carrier Administration (FMCSA)'s FY 2016 Budget Request of \$668.5 million. This budget request supports the GROW AMERICA Act motor carrier provisions as a continuation of the Moving Ahead for Progress in the 21st Century (MAP-21) authorization and aligns with the Agency's 2012-2016 Strategic Plan and the United States Department of Transportation's (DOT) Strategic Framework and Roadway Safety Plan (RSP). This request represents a 16.9% increase from FY 2015 funding levels.

Safety is our top priority and these funds will help FMCSA improve safety on our roadways and ultimately save lives. While we continue to accomplish a great deal in the name of safety, our work in preventing deadly truck and bus crashes is far from over. A recent upward trend in the number of people killed in large truck and bus crashes has created an added urgency to press forward on our vision for a crash free transportation life cycle.

Any and all safety results we achieve are only possible because of the investment made in FMCSA resources and in our state and local law enforcement partnerships. Always on the front lines for safety, we will strengthen our partnerships and leverage our resources to create a safety culture based on data driven safety rules, strong enforcement programs and comprehensive education and outreach. In our pursuit of results, we will continue to raise the bar for safety and make the roads safe for everyone.

The following is an overview of key priorities in FMCSA's FY 2016 budget organized by focus areas in the FMCSA Strategic Plan.

CMV Safety First Culture:

Developing and delivering programs that address safety deficiencies with carriers, drivers and other service providers emphasizes accountability and responsibility. We will strengthen and intensify various programs that will have the effect of raising the bar on CMV safety across the transportation life cycle, fostering a safety culture in the industry, and embracing individual and corporate accountability.

We will continue to focus on making investments to improve the registration process. For example, enhancing the process for examining new entrants and conducting new approaches for safety audits will help us deliver the type of activities that impact safety standards. Our ability to effectively focus efforts on carriers and drivers that commit safety violations depends on our ability to strengthen registration requirements and screening.

Progress made by the Motorcoach Safety Initiative must advance so that we may reach our ultimate goal of one level of safety for all passengers. We train all investigators to use enhanced investigative techniques and conduct analyses to maintain a high level of oversight over the passenger carrier industry. In addition, we will expand our range of oversight efforts to ensure that bus transportation is safe.

First and foremost, our efforts also continue to increase stakeholder engagement and consumer outreach on the importance of safety. We continue to engage all carriers and drivers to understand

and correct safety compliance issues. Full implementation of the National Registry of Certified Medical Examiners has been in progress and we continue to reach out to health care practitioners to register as a certified medical examiner.

Our Protect Your Move website has become a valued consumer information tool for moving fraud prevention, protecting the millions of Americans who move households each year. FMCSA develops more partnerships with Federal and State enforcement agencies to expand our reach and improve consumer protection in the moving industry.

Our focus on improvements to the Safety Measurement System make Compliance, Safety, Accountability (CSA) an even stronger program for targeting enforcement activities and identifying motor carriers that pose the greatest risk to safety.

Exponential Safety Power:

Collaborative partnerships are supported by the Motor Carrier Safety Assistance (MCSAP) grant programs. Through our safety assistance program grants, FMCSA supports state enforcement of safety regulations through roadside inspections, traffic enforcement, carrier interventions, and a robust data collection system that provides the information we need to identify problem areas and direct priorities. An increase of funding for these enforcement grant programs will help FMCSA fully implement CSA, our cornerstone program, by providing more state resources to conduct carrier interventions and safety inspections necessary to evaluate safety performance. It will also allow FMCSA to engage more local law enforcement activities on unsafe trucks and buses, conduct more strike forces, and expand inspection capabilities.

FMCSA advances a common safety agenda and grows our collective safety power by establishing new partnerships and developing policies and programs that promote collaborative opportunities with all safety stakeholders.

Comprehensive Data Utilization & Leveraging Technology:

FMCSA's safety programs are highly dependent on timely, accurate, consistent and complete data for monitoring carriers and driver safety in order to measure safety performance, analyze regulatory initiatives and identify safety issues. Because data is so important to our safety mission, we have developed and must maintain a strong program to promote continuous improvement in data quality. We leverage new technologies by conducting transformative research that focuses on risk safety risk factors and technologies to inform and enhance enforcement and compliance records. Our Information Technology (IT) systems are critical to our data-driven enforcement and compliance program and provide real-time access to data for the enforcement community, industry, stakeholders and the public. Our technology program adopts, develops, tests and deploys advanced integrated information technology solutions and innovative on-board commercial vehicle driver and roadside technologies.

One FMCSA:

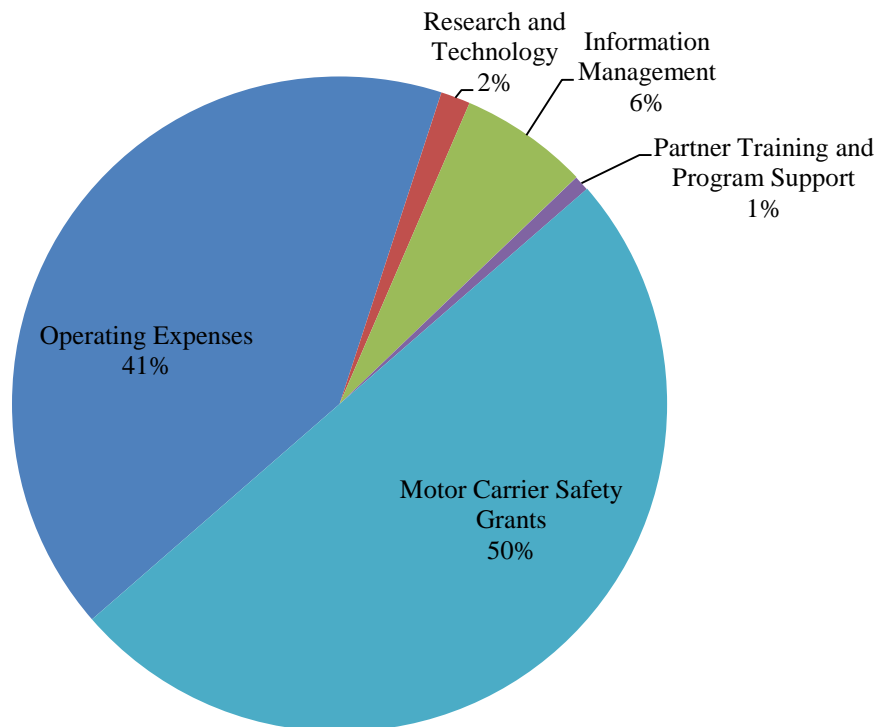
As "One FMCSA" we focus our efforts to develop an agency where every employee understands our goals and how we are working collectively toward them. Through this inspired vision, we seek

the leadership, management and services needed by our employees to ensure the success of our core safety mission.

In pursuit of our safety mission, our enforcement activities at the U.S./Mexico border require safe resources for the on-site staff. The current lack of adequate facilities and poor conditions at the border makes truck and bus safety investigations and inspections a hazardous undertaking for FMCSA.

The pursuit of “One FMCSA,” must build on our recruitment and retention efforts to maintain an experienced and committed workforce. One part of that effort is the improvement of our professional and leadership development programs offered for employees to ensure our staff has a high skill level and to provide a pool of future leaders for FMCSA through succession planning.

Federal Motor Carrier Safety Administration FY2016 Budget by Program Total Request: \$668.5 million



Overview

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is saving lives by preventing commercial motor vehicle and motor coach related fatalities and injuries. The Agency fulfills this mission through education, innovation, regulation, enforcement, financial assistance and full accountability. The core principles of the agency are:

- “Raising the bar” to enter the commercial motor vehicle industry.
- Requiring operators to maintain high safety standards to stay in the industry.
- Removing high-risk carriers, vehicles, drivers, and service providers from operation.

FMCSA prevents crashes involving large trucks and buses through a comprehensive regulatory and enforcement program that leverages the effectiveness of state law enforcement officers while providing a single set of cohesive national safety standards. Roughly half of FMCSA’s appropriation is channeled to state agencies and FMCSA exercises oversight of these state programs to ensure uniform administration of the law. There are 12,000 state personnel that enforce the rules along with 800 FMCSA’s field enforcement personnel (of 1,100 total staff). Through its rule making authority FMCSA establishes standards for the safe operation of truck and bus companies, vehicles and drivers. Companies are required to register with FMCSA, have insurance and attest that they are fit, willing and able to follow the safety standards. Vehicles m

be properly registered and insured with the state of domicile and are subject to random and scheduled inspections by both state and federal agents. Drivers must have a valid Commercial Driver's License (CDL) issued by their state of residence and pass a physical examination as evidenced by a current valid medical card every two years. Through this program of regulation, registration and enforcement FMCSA achieves its mission.

FMCSA also enforces standards for special programs such as the transportation of Hazardous Materials, including oversight of cargo tank manufacturers; and transportation of Household Goods, enforcing consumer protection standards. FMCSA seeks to influence safe transportation choices by addressing all aspects of the transportation lifecycle including shippers, brokers and freight forwarders and partners with other DOT modes such as FHWA and NHTSA to align programs.

Value to the Public

The FMCSA regulates approximately 539,000 active interstate freight motor carriers, 12,000 passenger carriers, 5,000 intrastate hazardous materials carriers and approximately 4 million active CDL holders. In 2012, the Department estimates that:

- There were 11 million U.S. registered large trucks and buses, traveling more than 283 billion vehicle miles.
- Total miles traveled by all vehicles grew 4 % from 2002 to 2012. .
- Large truck- and bus-related mileage grew 28% from 2002-2012, while registrations for large trucks and buses increased by about 31%.

Despite this continued growth in commercial vehicle traffic, there was a 23% reduction in fatalities in crashes involving large trucks and buses, from 5,539 in 2005 to 4,251 in 2013. This reflects a 40% reduction from 1979, the year with the most fatalities involving large trucks and buses. The rate of injuries in crashes involving large trucks and buses has also declined over the last two decades. The decline in injuries and fatalities is due in part to the safety efforts of FMCSA and its partners:

- In FY 2013, FMCSA conducted approximately 3.5 million truck and bus roadside inspections. 21% of trucks inspected were put out of service, 7% of buses inspected were put out of service, and 5% of drivers inspected were put out of service.
- Safety Investigators conducted more than 17,000 investigations in FY 2013. As a result of these investigations, 4,985 Notice of Claims (NOC), 771 Unsatisfactory/Unfit Out-of-Service (OOS) Orders and 37 Imminent Hazard OOS Orders were issued.
- Safety Auditors also conducted 32,890 new entrant safety audits.

FMCSA's roadside inspection and traffic enforcement programs are premised on the notion that correcting serious driver and vehicle violations at the roadside prevents future crashes, and hence, saves lives. Based on models that assess the number and type of violations found each year at the roadside, the agency estimates that it prevents roughly 19,000 crashes per year as a result of these programs, and saves about 600 lives per year. External factors such as demographics, economic conditions, gas prices, and the increased use of public transportation have also had an impact on the reduction of injuries and fatalities.

More than 3 million inspections are done annually. If its grant programs were not in place, it is estimated that less than 600,000 inspections could be conducted each year, which could result in 80% more unsafe vehicles on the roadway; based on state inspection behavior prior to 1985.

In 2013, 4,251 people were killed in large truck and bus crashes and approximately 133,000 individuals were injured. The estimated costs of commercial motor vehicle crashes resulting in fatalities and injuries exceeded \$81 billion in 2013.

Top priorities and policy initiatives

FMCSA's budget request of \$669.5 million establishes a solid baseline leading to a multi-year plan to fully fund and fully staff its safety programs to strategically meet Congressional mandates including MAP-21. FMCSA's FY 2016 request is Field centric (where ~75% of the Agency's staff work). This is important because saving lives is about changing company and driver behavior. That change happens when a federal investigator or state inspector has contact with the entity.

Program Changes

- Implementing enhanced investigations processes around motorcoach carriers developed under FMCSA's Quickstrike initiative. The request is for \$9.0 million and 51 FTE to implement these more productive, but more resource intensive reviews year round.
- A total of \$22.4 million is requested to address FMCSA's facility needs. This includes \$15.9 million for increased work on improving our border facilities to address critical safety and efficiency issues. Funds totaling \$6.0 million are requested to provide for renovation/move activities at FMCSA posts within the U.S., activity not included in the agency's base 2015 budget. Additionally, 2 FTE and \$0.5 million is requested to improve the agency's ability to manage its extensive facilities, including coordinating renovation and rehabilitation of facilities, but also addressing critical issues like physical security.
- \$9.8 million in new resources requested for information technology, including \$8.0 million for Information Management to support important improvements to core FMCSA systems, and \$1.8 million to support 12.5 additional FTE in IT specialists to support FMCSA's programs. The requested funds for Information Management support increased development activities, including: continuing development of system functionality in support of MAP-21 requirements and our future rulemaking agenda, continuing migration of legacy applications to the portal environment, operational support and maintenance of aging field infrastructure, and mitigate/eliminate existing security weaknesses identified in our audit of compliance with the Federal Information Security Management Act (FISMA) and other statutory requirements.
- A total of \$9.9 million is requested in new funding and 21.5 FTE for a number of critical enforcement initiatives, including focus on the transport of energy products, improvements to the Safety Measurement System, the North American border initiative, enhancements to new entrant audit resources and Safety Fitness Determination.
- Other program changes:

- Enhancing FMCSA's Medical Review program, \$2.2 million.
 - Enhanced Registration activities, 4.2 million.
 - Improved Statistics support for FMCSA's operations, \$3.9 million.
 - Increased support to our National Training Center, \$1.1 million and 4 FTE.
 - Enhancing our state program staffing in field locations to improve grants processing and oversight, \$0.7 million and 5 FTE.
 - Strengthening financial management within FMCSA, \$1.4 million and 4 FTE.
 - Increase legal support for FMCSA's regulatory processes, \$0.3 million and 1 FTE.
- Research and Technology - \$0.7 million is requested in program changes to support increased research and technology activities addressing topics such as driver fatigue, motorcoach safety, and wireless roadside inspection technology.
 - \$5.8 million as Adjustments to Base (ATBs), including: forecast rent increases; increases in the DOT central working capital fund, inflationary expenses and a 1.3 % government pay raise.
 - A net increase of \$26.3 million in increased grants funds are requested, including:
 - MCSAP General - \$20.5 million
 - MCSAP High Priority - \$8.5 million
 - CDL Grants - \$4.0 million
 - Also proposed are several programmatic changes:
 - Consolidating most FMCSA discretionary grant programs into a revised MCSAP formula award program.
 - Reworking and reducing funding for the Commercial Vehicle Information Systems and Networks (CVISN) grant program.
 - Shifting the CMV Operator grants from Operations to Grants.
 - Reshaping FMCSA's training program into the Partner Training and Program Support activity, funded by a deduction from most grant programs.

Exhibit I-A

Federal Motor Carrier Safety Administration

FTE Organization Chart

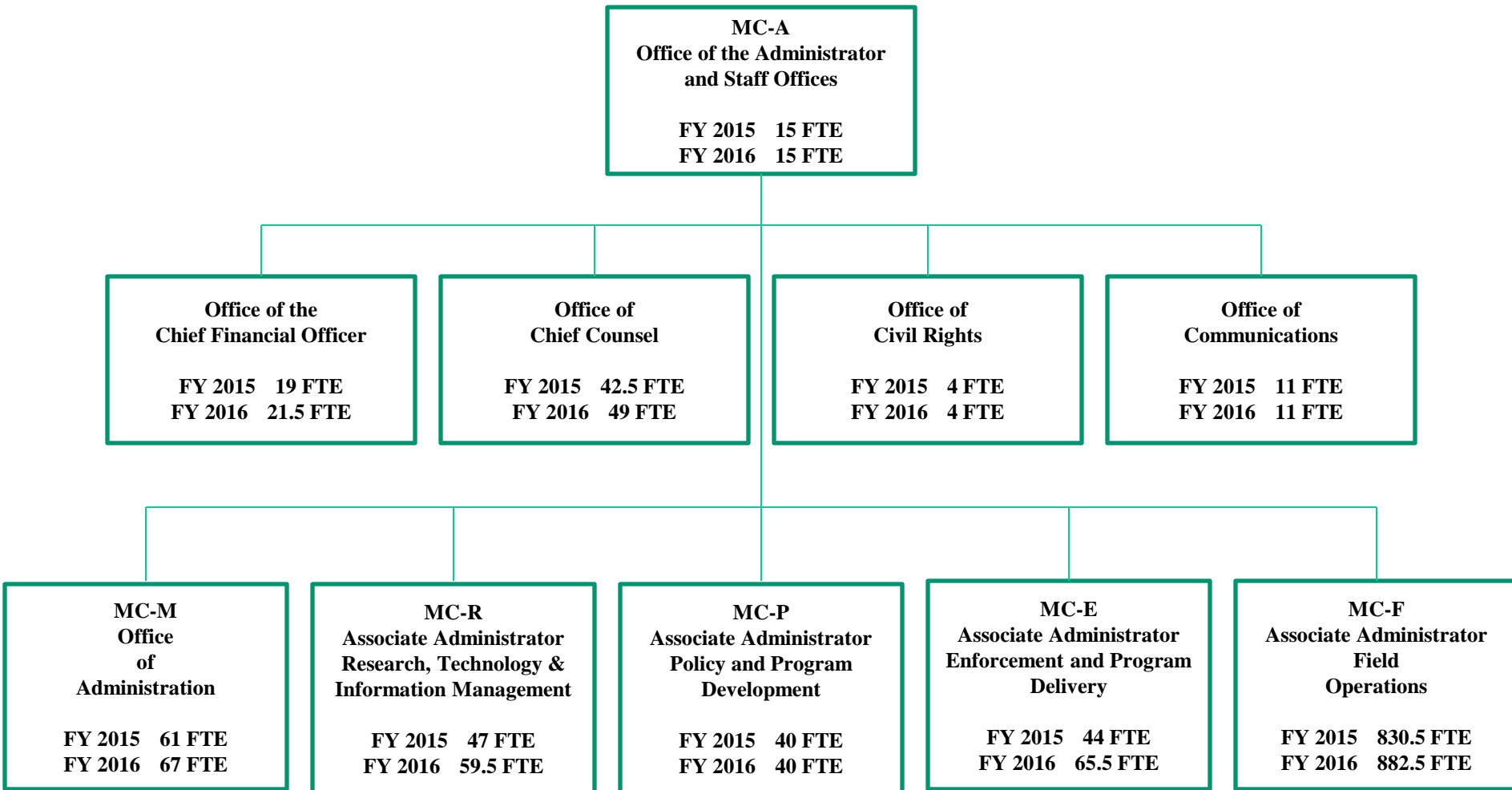
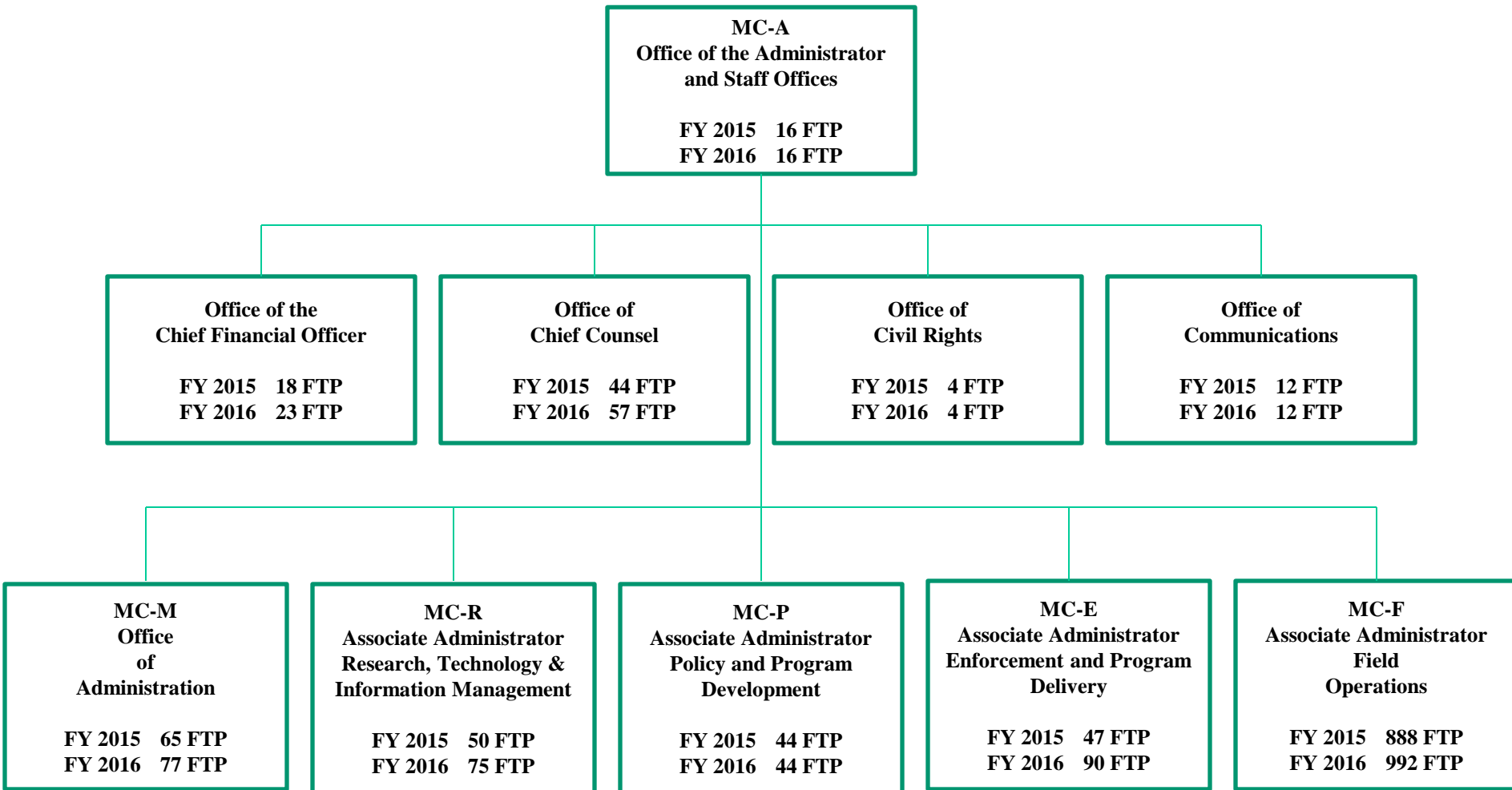


Exhibit I-B

Federal Motor Carrier Safety Administration

FTP Organization Chart



DRIVE SMART Virginia to CMV Drivers: Phone Down. Just Drive

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

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

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

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

EXHIBIT II-I

**FY 2016 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

ACCOUNT NAME	FY 2014 ENACTED	FY 2015 Enacted	FY 2016 TARGET	FY 2016 REQUEST
Motor Carrier Safety Operations & Programs (Transportation Trust Fund Highway Account)				
Liquidation of Contract Authorization	(259,000)	(271,000)	(329,180)	(329,180)
Limitation on Obligations	(259,000)	(271,000)	(329,180)	(329,180)
Motor Carrier Safety Grants (Transportation Trust Fund Highway Account)				
Liquidation of Contract Authorization	(313,000)	(313,000)	(339,343)	(339,343)
Limitation on Obligations	(313,000)	(313,000)	(339,343)	(339,343)
TOTAL LIQUIDATION OF CONTRACT AUTHORITY	(572,000)	(584,000)	(668,523)	(668,523)
TOTAL LIMITATION ON OBLIGATIONS	(572,000)	(584,000)	(668,523)	(668,523)

EXHIBIT II-2

FY 2016 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNTS
 FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 (\$000)

	(A)	(B)	(C)	(D)	(E)	(F)	(G)
ACCOUNTS	FY 2014 ACTUAL	FY 2015 PRES. BUDGET	FY 2016 TARGET	FY 2016 BASELINE ESTIMATED	FY 2016 PROGRAM CHANGES	TOTAL REQUEST (D + E)	VARIANCE FROM TARGET
Motor Carrier Safety Operations & Programs:							
Operating Expenses	210,033	210,455	276,887	215,316	61,571	276,887	0
Research and Technology	7,157	9,000	9,735	9,171	564	9,735	0
Information Management	33,785	34,545	42,558	35,201	7,357	42,558	0
Outreach and Education	3,993	4,000	0	4,000	-4,000	0	0
CIP, Energy Products, and SFD IT 1/	0	6,700	0	6,700	-6,700	0	0
Hours of Service - 2015 Unobligated Bal 1/		4,000	0	4,000	-4,000	0	0
Commercial Motor Vehicle Operating Grants	1,000	2,300	0	2,300	-2,300	0	0
Total Motor Carrier Safety Operations & Programs	255,968	271,000	329,180	276,688	52,492	329,180	0
Motor Carrier Safety Grants:							
Motor Carrier Safety Assistance Program	217,028	218,000	0	0	0	0	0
MSCAP Basic	168,275	168,275	0	0	0	0	0
MCSAP New Entrant	31,053	32,000	0	0	0	0	0
MCSAP High Priority	15,000	15,000	0	0	0	0	0
MCSAP Administrative Takedown	2,701	2,725	0	0	0	0	0
MCSAP General (Includes Basic, New Entrant, Border, PRISM, and SaDIP)	0	0	260,817	243,000	17,817	260,817	0
MCSAP High Priority	0	0	23,526	15,000	8,526	23,526	0
Border Enforcement Grants (BEG)	32,000	32,000	0	0	0	0	0
Safety Data Improvement (SaDIP)	3,000	3,000	0	0	0	0	0
Commercial Vehicle Information Systems and Networks (CVISN)	14,906	25,000	0	0	0	0	0
Performance and Registration Information Systems Management (PRISM)	5,000	5,000	0	0	0	0	0
Commercial Drivers License Program Improvement (CDL)	30,000	30,000	34,000	30,000	4,000	34,000	0
Innovative Technology Deployment Program (ITD)	0	0	20,000	25,000	-5,000	20,000	0
Partner Training and Program Support (PTAPS) (non-add)	0	0	5,075	4,695	380	5,075	0
Commercial Motor Vehicle Operating Grants	0	0	1,000	0	1,000	1,000	0
Total Motor Carrier Safety Grants	301,934	313,000	339,343	313,000	26,343	339,343	0
Grand Total	557,902	584,000	668,523	589,688	78,835	668,523	0

1/ The FY2015 Omnibus; Consolidated and Further Continuing Appropriations Act (P.L. No. 113-235) established to legislatively funded priorities, \$4 million for the agency's use in studying Hours of Service and \$6.7 million to support FMCSA's Capital Improvement Plan, Energy Products efforts, and IT improvements related to the screening of new carriers.

EXHIBIT II-3

FY 2016 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATION GOALS
 FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
 (\$000)

	Safety	Environmental Sustainability	State of Good Repair	Quality of Life in Communities	Security Preparedness, and Other Supporting Objectives	Economic Competitiveness	Organizational Excellence	
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS	293,698	0,000	0,000	0,000	0,000	3,076	32,406	329,180
SAFETY	293,698							293,698
Enforcement and Intervention (Programs)	196,169							196,169
IT Development and Sustainment	42,558							42,558
Research	9,735							9,735
Safety Mission Support	45,235							45,235
ENVIRONMENTAL SUSTAINABILITY		0,000						0
STATE OF GOOD REPAIR			0,000					0
QUALITY OF LIFE IN COMMUNITIES				0,000				0
SECURITY PREPAREDNESS, AND OTHER SUPPORTING OBJECTIVES					0,000			0
ECONOMIC COMPETITIVENESS						3,076		3,076
Enforcement and Intervention (Programs)						3,076		3,076
ORGANIZATIONAL EXCELLENCE							32,406	32,406
Safety Mission Support							32,406	32,406
MOTOR CARRIER SAFETY GRANTS	339,343	0,000	0,000	0,000	0,000	0	0	339,343
SAFETY	339,343	0,000	0,000	0,000	0,000	0	0	339,343
Enforcement and Intervention (Grants)	339,343	0,000	0,000	0,000	0,000	0	0	339,343
TOTAL FY 2016 REQUEST	633,041	0,000	0,000	0,000	0,000	3,076	32,406	668,523

FTE (direct funded only) 1,146 18 51 1,215

EXHIBIT II-3-A

**FY 2016 BUDGET REQUEST BY DOT OUTCOMES5
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

DOT OUTCOME	PROGRAM	FY 2016 REQUEST
SAFETY		633,041
Reduction in Injuries and Fatalities	Enforcement and Intervention (PRIMARY)	535,512
Reduction in Injuries and Fatalities	IT Development and Sustainment	42,558
Reduction in Injuries and Fatalities	Research	9,735
Other	Safety Mission Support (People)	45,235
ENVIRONMENTAL SUSTAINABILITY		0
STATE OF GOOD REPAIR		0
QUALITY OF LIFE IN COMMUNITIES		0
SECURITY PREPARDNESS, AND OTHER SUPPORTING OBJECTIVES		0
ECONOMIC COMPETITIVENESS		3,076
Maximize economic returns	Enforcement and Intervention (Programs)	3,076
ORGANIZATIONAL EXCELLENCE		32,406
	Safety Mission Support	32,406
TOTAL FY 2015 REQUEST		668,523

EXHIBIT II-4

**FY 2016 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

	(A)	(B)	(C)	(D)	(E)	(F)	(G)
ACCOUNTS	FY 2014 ENACTED	FY 2015 PRES. BUDGET	FY 2016 TARGET	FY 2016 BASELINE ESTIMATES	FY 2016 PROGRAM CHANGES	TOTAL REQUEST (D) + (E)	VARIANCE FROM TARGET
Motor Carrier Safety Operations & Programs:							
Operating Expenses	210,033	210,455	276,887	215,316	61,571	276,887	0
Research and Technology	7,157	9,000	9,735	9,171	564	9,735	0
Information Management	33,785	34,545	42,558	35,201	7,357	42,558	0
Outreach and Education	3,993	4,000	0	4,000	-4,000	0	0
CIP, Energy Products, and SFD IT 1/		6,700	0	6,700	-6,700	0	0
Hours of Service - 2015 Unobligated Bal 1/		4,000	0	4,000	-4,000	0	0
Commercial Motor Vehicle Operating Grants	1,000	2,300	0	2,300	-2,300	0	0
Total Motor Carrier Safety Operations & Programs	255,968	271,000	329,180	276,688	52,492	329,180	0
Motor Carrier Safety Grants:							
Motor Carrier Safety Assistance Program	217,029	218,000	0	0	0	0	0
MSCAP Basic	168,275	168,275	0	0	0	0	0
MCSAP New Entrant	31,053	32,000	0	0	0	0	0
MCSAP High Priority	15,000	15,000	0	0	0	0	0
MCSAP Administrative Takedown	2,701	2,725	0	0	0	0	0
MCSAP General (Includes Basic, New Entrant, Border, PRISM, and SaDIP)	0	0	260,817	236,822	23,995	260,817	0
MCSAP High Priority	0	0	23,526	21,178	2,348	23,526	0
Border Enforcement Grants (BEG)	32,000	32,000	0	0	0	0	0
Safety Data Improvement (SaDIP)	3,000	3,000	0	0	0	0	0
Commercial Vehicle Informaiton Systems and Networks (CVISN)	14,906	25,000	0	0	0	0	0
Perforamnce and Registration Information Systems Management (PRISM)	5,000	5,000	0	0	0	0	0
Commercial Drivers License Program Improvement (CDL)	30,000	30,000	34,000	30,000	4,000	34,000	0
Innovative Technology Deployment Program (ITD)	0	0	20,000	25,000	-5,000	20,000	0
Partner Training and Program Support (PTAPS) (non-add)	0	0	5,075	4,695	380	5,075	0
Commercial Motor Vehicle Operating Grants	0	0	1,000	0	1,000	1,000	0
Total Motor Carrier Safety Grants	301,935	313,000	339,343	313,000	26,343	339,343	0
Grand Total	557,903	584,000	668,523	589,688	78,835	668,523	0

1/ The FY2015 Omnibus; Consolidated and Further Continuing Appropriations Act (P.L. No. 113-235) established to legislatively funded priorities, \$4 million for the agency's use in studying Hours of Service and \$6.7 million to support FMCSA's Capital Improvement Plan, Energy Products efforts, and IT improvements related to the screening of new carriers.

EXHIBIT II-5

**FY 2016 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

ACCOUNT NAME	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST
Motor Carrier Safety	0	0	0
National Motor Carrier Safety Program	0	10	2
Motor Carrier Safety Operations & Programs	254,855	243,403	298,435
Motor Carrier Safety Grants	278,774	311,375	361,508
TOTAL	533,629	554,788	659,945
[Mandatory]	0	0	0
[Discretionary]	533,629	554,788	659,945

EXHIBIT II-6

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

<u>Motor Carrier Safety Operations and Programs</u> <u>69-X-8159</u>	BASELINE CHANGES										FY 2016 Baseline Estimate	Program Increases/ Decreases	FY 2016 Request
	FY 2014 Actual	FY 2015 Enacted	Annualization of 2015 Pay Raises	Annualization of 2015 FTE	2016 Pay Raises	GSA RENT	WCF Increase/ Decrease	Inflation/ Deflation					
PERSONNEL RESOURCES (FTE)	1,039	1,114	0	0	0	0	0	0	0	1,114	101	1,215	
Direct FTE	1,039	1,114	0	0	0	0	0	0	0	1,114	101	1,215	
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	\$122,344	\$125,182	\$939	\$0	\$1,221	\$0	\$0	\$0	\$0	\$127,341	\$13,613	\$140,954	
Travel	\$8,708	\$8,910	\$0	\$0	\$0	\$0	\$0	\$169	\$0	\$9,079	\$739	\$9,819	
GSA Rent	\$17,219	\$17,219	\$0	\$0	\$0	\$1,700	\$0	\$327	\$0	\$19,246	\$0	\$19,246	
Administrative Costs (Training, Supplies, Equipment)	\$7,686	\$7,267	\$0	\$0	\$0	\$0	\$0	\$138	\$0	\$7,405	\$1,194	\$8,599	
Contracts	\$35,283	\$34,333	\$0	\$0	\$0	\$0	\$0	\$652	\$0	\$34,985	\$20,164	\$55,150	
WCF	\$10,461	\$9,666	\$0	\$0	\$0	\$0	\$504	\$0	\$0	\$10,170	\$0	\$10,170	
Program Cost (Fleet, Border Facilities, Academy, Uniforms)	\$8,332	\$7,878	\$0	\$0	\$0	\$0	\$0	\$150	\$0	\$8,028	\$24,922	\$32,950	
Administrative Subtotal	\$210,033	\$210,455	\$939	\$0	\$1,221	\$1,700	\$504	\$1,437	\$150	\$216,255	\$60,632	\$276,887	
PROGRAMS													
Research and Technology	\$7,157	\$9,000	\$0	\$0	\$0	\$0	\$0	\$171	\$0	\$9,171	\$564	\$9,735	
Information Management	\$33,785	\$34,545	\$0	\$0	\$0	\$0	\$0	\$656	\$0	\$35,201	\$7,357	\$42,558	
Outreach and Education	\$3,993	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	(\$4,000)	\$0	
CIP, Energy Products, and SFD IT 1/	\$0	\$6,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,700	(\$6,700)	\$0	
Hours of Service - 2015 Unobligated Bal 1/	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	(\$4,000)	\$0	
Programs Subtotal	\$44,935	\$58,245	\$0	\$0	\$0	\$0	\$0	\$827	\$0	\$59,072	(\$6,779)	\$52,293	
GRANTS													
Commercial Motor Vehicle Grant - Direct	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	(\$1,000)	\$0	
Commercial Motor Vehicle Grant - 2015 Unobligated Bal 1/	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	(\$1,300)	\$0	
Total Grants	\$1,000	\$2,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300	(\$2,300)	\$0	
TOTAL	\$255,967	\$271,000	\$939	\$0	\$1,221	\$1,700	\$504	\$2,264	\$150	\$277,627	\$51,553	\$329,180	

EXHIBIT II-6

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

Motor Carrier Safety Grants 69-X-8158	FY 2014 Actual	FY 2015 Request	BASELINE CHANGES						FY 2016 Baseline Estimate	Program Increases/Decreases	FY 2016 Request
			Annualization of 2015 Pay Raises	Annualization of FY 2015 FTE	2016 Pay Raises	GSA Rent	WCF Increase/Decrease	Inflation/Deflation			
Motor Carrier Safety Assistance Program (MCSAP)	217,029	218,000	0	0	0	0	0	0	218,000	(218,000)	0
MCSAP BASIC	168,275	168,275	0	0	0	0	0	0	168,275	(168,275)	0
MCSAP New Entrant	31,053	32,000	0	0	0	0	0	0	32,000	(32,000)	0
MCSAP High Priority	15,000	15,000	0	0	0	0	0	0	15,000	(15,000)	0
MCSAP Administrative Takedown	2,701	2,725	0	0	0	0	0	0	2,725	(2,725)	0
MCSAP General (Includes Basic, New Entrant, Border, PRISM, and SaDIP)	0	0	0	0	0	0	0	0	0	260,817	260,817
MCSAP High Priority	0	0	0	0	0	0	0	0	0	23,526	23,526
Border Enforcement Grants (BEG)	32,000	32,000	0	0	0	0	0	0	32,000	(32,000)	0
Safety Data Improvement (SaDIP)	3,000	3,000	0	0	0	0	0	0	3,000	(3,000)	0
Commercial Vehicle Information Systems and Networks (CVISN)	14,906	25,000	0	0	0	0	0	0	25,000	(25,000)	0
Performance and Registration Information Systems Management (PRISM)	5,000	5,000	0	0	0	0	0	0	5,000	(5,000)	0
Commercial Drivers License Program Improvement (CDL)	30,000	30,000	0	0	0	0	0	0	30,000	4,000	34,000
Innovative Technology Deployment Program (ITD)	0	0	0	0	0	0	0	0	0	20,000	20,000
Partner Training and Program Support (PTAPS) (non-add)	0	0	0	0	0	0	0	0	0	5,075	5,075
Commercial Motor Vehicle Operating Grants	0	0	0	0	0	0	0	0	0	1,000	1,000
GRAND TOTAL MOTOR CARRIER SAFETY GRANTS	301,935	313,000	0	0	0	0	0	0	313,000	26,343	339,343

EXHIBIT II-7

WORKING CAPITAL FUND
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	<u>FY 2014 ACTUAL</u>	<u>FY 2015 ENACTED</u>	<u>FY 2016 PRES. BUD</u>	<u>CHANGE</u>
DIRECT				
Motor Carrier Safety Operations & Programs	10,461	9,666	10,170	504
TOTAL	<u>10,461</u>	<u>9,666</u>	<u>10,170</u>	<u>504</u>

EXHIBIT II-8

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

	<u>FY 2014 ACTUAL</u>	<u>FY 2015 PRES. BUD.</u>	<u>FY 2016 REQUEST</u>
DIRECT FUNDED BY APPROPRIATION			
Motor Carrier Safety Operations & Programs	1,039	1,114	1,215
SUBTOTAL, DIRECT FUNDED	<u>1,039</u>	<u>1,114</u>	<u>1,215</u>
REIMBURSEMENTS/ALLOCATIONS/OTHER			
Motor Carrier Safety Operations & Programs	61	61	61
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>61</u>	<u>61</u>	<u>61</u>
TOTAL FTEs	<u>1,100</u>	<u>1,175</u>	<u>1,276</u>

EXHIBIT II-9

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
PERSONNEL RESOURCE SUMMARY - STAFFING
FULL-TIME PERMANENT POSITIONS**

	<u>FY 2014 ACTUAL</u>	<u>FY 2015 PRES. BUD.</u>	<u>FY 2016 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations & Programs	<u>1,188</u>	<u>1,188</u>	<u>1,390</u>
SUBTOTAL, DIRECT FUNDED	1,188	1,188	1,390
<u>REIMBURSEMENTS/ALLOCATIONS/OTHER</u>			
Motor Carrier Safety Operations & Programs	<u>61</u>	<u>61</u>	<u>61</u>
SUBTOTAL, REIMBURSE./ALLOC./OTH.	61	61	61
TOTAL POSITIONS	<u>1,249</u>	<u>1,249</u>	<u>1,451</u>

Motor Carrier Safety Operations and Programs

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, as amended by Public Law 112–141, as extended by P.L. 113–159, \$329,180,000 , to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: Provided, That funds available for implementation, execution or administration of motor carrier safety operations and programs authorized under title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, as amended by Public Law 112–141, as extended by P.L. 113–159, shall not exceed total obligations of \$329,180,000 for "Motor Carrier Safety Operations and Programs" for fiscal year 2016, of which \$9,735,000, to remain available for obligation until September 30, 2018, is for the research and technology program, and of which \$42,558,000, to remain available for obligation until September 30, 2018, is for information management.

PROGRAM AND PERFORMANCE STATEMENT

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. As proposed in the multi-year surface transportation authorization legislation, the Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign domiciled carriers entering the U.S. are in compliance with FMSCA Regulations. Resources are also provided to fund information management, investment in research and technology, safety outreach and education, and the safety and consumer telephone hotline. The FY 2016 funding request reflects the agency wide implementation of a new methodology for overseeing safety of motor coach operators, a significant expansion of agency efforts to address safety and efficiency issues at border facilities, and the enhancement of IT systems critical to safety work.

EXHIBIT III-1-A
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
69-X-8159
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNTS	FY 2014 ACTUAL	FY 2015 PRES. BUD.	FY 2016 TARGET	FY 2016 REQUEST	CHANGE FY 2015-2016
Motor Carrier Safety Operations and Programs:					
Operating Expenses	210,033	210,455	276,887	276,887	66,432
Research and Technology	7,157	9,000	9,735	9,735	735
Information Management	33,785	34,545	42,558	42,558	8,013
Outreach and Education	3,993	4,000	0	0	(4,000)
CIP, Energy Products, and SFD IT 1/	0	6,700	0	0	(6,700)
Hours of Service - 2015 Unobligated Bal 1/	0	4,000	0	0	(4,000)
Commercial Motor Vehicle Grant	1,000	2,300	0	0	(2,300)
Total Motor Carrier Safety Operations and Programs	255,968	271,000	329,180	329,180	58,180
FTE Direct Funded	1,039	1,114	1,215	1,215	101
FTE Reimbursable	61	61	61	61	0

1/ The FY2015 Omnibus; Consolidated and Further Continuing Appropriations Act (P.L. No. 113-235) established to legislatively funded priorities, \$4 million for the agency's use in studying Hours of Service and \$6.7 million to support FMCSA's Capital Improvement Plan, Energy Products efforts, and IT improvements related to the screening of new carriers.

EXHIBIT III-1-A-1
MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS
Summary Analysis of Change from FY 2015 to FY 2016
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	Change from FY 2015 to FY 2016 (\$000)	Change from FY 2015 to FY 2016 (FTE)
FY 2015 BASE	271,000	1,114
ADJUSTMENTS TO BASE		
2016 Pay Raises	1,221	
Inflation		
PC&B	0	0
Travel	169	
GSA Rent	327	
Administrative Costs (Training, Supplies, Equipment)	138	
Working Capital Fund	0	
Contracts	1,479	
Program Cost (Fleet, Border Facilities, Academy, Printing)	150	
SUBTOTAL, ADJUSTMENTS TO BASE	3,484	0
NEW OR EXPANDED PROGRAMS		
Additional FTE	13,613	101
Travel	739	
GSA Rent	1,700	
Administrative Costs (Training, Equipment, Supplies)	1,194	
Working Capital Fund	504	
Contracts	14,324	
Grants	(2,300)	
Program Cost (Fleet, Border Facilities, Academy, Printing)	24,922	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	54,696	101
TOTAL ADJUSTMENTS TO BASE	58,180	101
FY 2016 REQUEST	329,180	1,215

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

(In thousands of dollars)

Identification code 69-17-8159		FY 2014	FY 2015	FY 2016
		<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Obligations by program activity:				
0001	Operating Expenses	209,800	221,155	276,887
0002	Research and Technology	7,157	9,000	9,735
0004	Information Management	33,785	34,545	42,558
0006	Regulatory Development	0	0	0
0008	Outreach and Education	3,992	4,000	0
0009	Commercial Motor Vehicle Operating Grants	1,000	2,300	0
0100	Subtotal, direct program	<u>255,734</u>	<u>271,000</u>	<u>329,180</u>
0799	Total, direct obligations	255,734	271,000	329,180
0801	Reimbursable program	<u>19,601</u>	<u>15,000</u>	<u>15,000</u>
0900	Total new obligations	275,335	286,000	344,180
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	21,618	26,042	26,356
1020	Adjustment of unobligated bal brought forward, Oct 1	3,355	0	0
1021	Recoveries of prior year unpaid obligations	<u>0</u>	<u>314</u>	<u>0</u>
1050	Unobligated balance (total)	24,973	26,356	26,356
Budget authority:				
Appropriations, discretionary:				
1102	Appropriation, (trust fund)	259,000	271,000	329,180
1137	Appropriations applied to liquidate contract authority	-259,000	-271,000	-329,180
1160	Appropriation, discretionary (total)	<u>0</u>	<u>0</u>	<u>0</u>
Contract authority, discretionary:				
1521	Unobligated balance of contract authority permanently reduced	<u>0</u>	<u>0</u>	<u>0</u>
1540	Contract authority, discretionary (total)	0	0	0
Contract authority, mandatory:				
1600	Contract authority	258,526	271,000	329,180
1621	Unobligated balance of contract authority permanently reduced	<u>0</u>	<u>0</u>	<u>0</u>
1640	Contract authority, mandatory (total)	258,526	271,000	329,180
Spending authority from offsetting collections, discretionary:				
1700	Collected	17,879	15,000	15,000
1701	Change in uncollected customer payments from federal sources	0	0	0
1723	Spending authority from offsetting collections temporarily reduced	<u>0</u>	<u>0</u>	<u>0</u>
1750	Spending auth from offsetting collections, disc (total)	17,879	15,000	15,000
1900	Budget authority (total)	276,405	286,000	344,180
1930	Total budgetary resources available	301,378	312,356	370,536
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance ,end of year	26,042	26,356	26,356

Identification code 69-17-8159 cont'd

	FY 2014	FY 2015	FY 2016
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Change in obligated balance:			
Unpaid obligations:			
3000	92,202	91,449	118,732
3001	0	0	0
3010	275,336	286,000	344,180
3020	-272,734	-258,403	-313,435
Change in uncollected customer payments from Federal sources:			
3040	-3,355	-314	0
3050	91,449	118,732	149,477
Memorandum (non-add) entries:			
3100	92,202	118,732	149,477
3200	91,449	118,732	149,477
Budget authority and outlays, net:			
Discretionary:			
4000	17,879	15,000	15,000
Outlays, gross:			
4010	208,754	203,250	246,885
4011	63,980	55,153	66,550
4020	272,734	258,403	313,435
Offsetting collections from:			
4030	-294	0	0
4034	-17,585	-15,000	-15,000
4040	-17,879	-15,000	-15,000
Additional offsets against gross budget authority only (disc):			
4050	0	0	0
4060	0	0	0
4070	0	0	0
4080	254,855	243,403	298,435
Mandatory:			
4090	258,526	271,000	329,180
4160	258,526	271,000	329,180
4180	258,526	271,000	329,180
4190	254,855	243,403	298,435

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS - 8159
OBJECT CLASS SCHEDULE - FY2016**

		FY2014 Actual	FY2015 Enacted	FY2016 Pres. Bud
Direct Obligations				
Personnel Compensation				
Full-time permanent	11	\$96,334	\$98,569	\$110,894
Civilian personnel benefits	12	\$26,010	\$26,614	\$29,942
Total Personnel Expenses		\$122,344	\$125,182	\$140,835
Other Obligations				
Travel and Transportation of Persons	21	\$8,708	\$8,356	\$9,254
Communications, utilities, and miscellaneous charges	23	\$46	\$44	\$45
Other services (Contracts and Agreements)	25	\$322	\$309	\$315
Supplies and materials	26	\$75,926	\$73,986	\$122,625
Equipment	31	\$2,292	\$2,200	\$2,412
Grants	41	\$394	\$378	\$1,400
Subtotal, Other Obligations		\$87,689	\$85,273	\$136,052
Total Direct Obligations		\$210,033	\$210,455	\$276,887

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
PERSONNEL RESOURCE SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	<u>FY 2014 ACTUAL</u>	<u>FY 2015 PRES. BUD.</u>	<u>FY 2016 REQUEST</u>
DIRECT FUNDED BY APPROPRIATION			
Motor Carrier Safety Operations & Programs	1,039	1,114	1,215
SUBTOTAL, DIRECT FUNDED	<u>1,039</u>	<u>1,114</u>	<u>1,215</u>
REIMBURSEMENTS/ALLOCATIONS/OTHER			
Motor Carrier Safety Operations & Programs	61	61	61
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>61</u>	<u>61</u>	<u>61</u>
TOTAL FTEs	<u>1,100</u>	<u>1,175</u>	<u>1,276</u>

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
PERSONNEL RESOURCE SUMMARY - STAFFING
FULL-TIME PERMANENT POSITIONS**

	<u>FY 2014 ACTUAL</u>	<u>FY 2015 PRES. BUD.</u>	<u>FY 2016 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations & Programs	1,188	1,188	1,390
SUBTOTAL, DIRECT FUNDED	1,188	1,188	1,390
<u>REIMBURSEMENTS/ALLOCATIONS/OTHER</u>			
Motor Carrier Safety Operations & Programs	61	61	61
SUBTOTAL, REIMBURSE./ALLOC./OTH.	61	61	61
TOTAL POSITIONS	1,249	1,249	1,451

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

CONTRACT AUTHORITY ESTIMATES

2006.....	213,000,000
2007.....	223,000,000
2008.....	228,000,000
2009.....	234,000,000
2010.....	239,828,000
2011.....	244,144,000
2012.....	276,000,000
2013.....	250,000,000
2014.....	259,000,000
2015.....	315,770,000
2016.....	329,180,000

CONTRACT AUTHORITY

2006.....	213,000,000
2006 Rescission of Contract Authority.....	(2,130,000) ¹
2007.....	74,000,000
2008.....	228,000,000
2008 Rescission of Contract Authority.....	(1,815,553) ²
2009.....	234,000,000
2009 Rescission of Contract Authority.....	(4,839,259) ³
2010.....	239,828,000
2011.....	244,144,000
2012.....	244,144,000
2013.....	251,000,000
2014.....	259,000,000
2015.....	175,758,904 ⁴

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

² Rescission of prior year carryover

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

⁴ Contract Authority FY 2015 enacted P.L. 113-159

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

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

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

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

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

⁴ Continuing Resolution Annualized P.L. 112-175

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

⁶ Unobligated Balance carryover P.L. 113-235

Motor Carrier Safety Operations and Programs

Component Appropriations

(\$000)	<u>FY2014</u> <u>Actual</u>	<u>FY2015</u> <u>Enacted</u>	<u>FY2016</u> <u>Request</u>	
General Operation Expenses (GOE)	\$210,033	\$210,455	\$276,887	
Information Management	\$33,785	\$34,545	\$42,558	
Research and Technology	\$7,157	\$9,000	\$9,735	
Office of Outreach and Communications	\$3,993	\$4,000	\$0	1/ 2/
CMV Grants	\$1,000	\$2,300	\$0	3/
CIP, Energy Products, and SFD IT Hours of Service - 2015 Unobligated Bal	\$0	\$6,700	\$0	3/
Total Operations	\$255,968	\$271,000	\$329,180	

1/ The proposed reauthorization eliminates Outreach as a setaside. Funding level remains the same within GOE.

2/ The proposed reauthorization shifts funding for GMV Grants from Operations to Grants.

3/ The FY 2015 Omnibus allowed FMCSA to access \$12 million in unobligated balances to expand CMV Operator Grants, conduct a Congressionally mandated study on Hours of Service, and other purposes.

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. As proposed in the multi-year surface transportation authorization legislation, the Federal Motor Carrier Safety Administration

(FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. The requested funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign domiciled carriers entering the U.S. are in compliance with FMSCA Regulations. Resources are also requested to fund information management, investment in research and technology, safety outreach and education, and the safety and consumer telephone hotline. The FY 2016 funding request reflects the agency wide implementation of a new methodology for overseeing safety of motor coach operators, a significant expansion of agency efforts to address safety and efficiency issues at border facilities, and the enhancement of IT systems critical to safety work.

General Operating Expenses Summary

<u>General Operating Expenses (GOE) Spending by Office</u>			
	FY 2014	FY 2015	FY 2016
	Actual	Enacted	Pres. Bud.
Office of the Administrator (MC-A)	\$10,723	\$10,684	\$16,485
Office of the Chief Financial Officer (MC-B)	\$8,411	\$8,162	\$9,301
Office Of Enforcement (MC-E)	\$15,607	\$15,195	\$25,363
Office of Field Operations (MC-F)	\$95,948	\$98,308	\$108,902
Office of Administration (MC-A)	\$41,481	\$41,115	\$67,390
Office of Policy (MC-P)	\$13,518	\$13,206	\$16,616
Office of Research and Information Technology (MC-R)	\$24,345	\$23,785	\$32,829
Total	\$210,033	\$210,455	\$276,887

<u>General Operating Expenses (GOE) FTE by Office</u>			
	FY 2014	FY 2015	FY 2016
	Actual	Enacted	Pres. Bud.
Office of the Administrator (MC-A)	67.0	72.5	79.0
Office of the Chief Financial Officer (MC-B)	18.0	19.0	21.5
Office Of Enforcement (MC-E)	40.0	44.0	65.5
Office of Field Operations (MC-F)	762.0	830.5	882.5
Office of Administration (MC-A)	60.0	61.0	67.0
Office of Policy (MC-P)	41.0	40.0	40.0
Office of Research and Information Technology (MC-R)	51.0	47.0	59.5
Total Direct Approp.	1,039.0	1,114.0	1,215.0

FMCSA requests \$276.9 million for General Operating Expenses (GOE) and 1,215 direct FTE. These funds to support enforcement and compliance operations as well as mission support activities.

Funding and positions from each of these offices are combined to comprehensively implement the program. The FMCSA regulations crafted under the Policy and Regulatory Office are incorporated into policies and procedures by the Enforcement Office and executed through Field Operations. Through the Enforcement and Compliance Intervention programs, FMCSA regulates 500,000 companies and more than 7 million drivers holding commercial drivers' licenses. The Enforcement and Compliance Intervention programs focus on raising the bar to enter the industry; ensure that high standards are maintained; and remove unsafe carriers, drivers and vehicles from the roads.

Through this work, the Agency will increase the amount of contacts made with the industry; improve identification of chameleon carriers and job hoppers; improve the safety of motor coaches

and the transportation of hazardous materials; improve consumer protections; ensure the safety of Canadian and Mexican carriers and drivers; remove unsafe carriers and drivers from the roadways, and establish other needed safety enforcement and compliance programs. This additional funding and staffing will allow the Agency to make another significant reduction in the numbers of truck and bus crashes, fatalities and injuries, keeping the Nation's roadways safe.

Mission support activities are critical to support FMCSA's safety goal. Supported activities include registration, statistics and analysis and the National Training Center. Executive offices are funded including: Office of the Administrator, Chief Counsel, and Legislative Affairs. Core administrative functions are also included, among them: acquisitions, auditing, budget, civil rights, finance, grants management, human resources, and management services. These funds also support central expenses - rent, telecommunications and FMCSA's share of Working Capital Fund charges.

GOE – FMCSA Personnel Costs

	FY 2014 Enacted	FY 2015 Request	Annual. Of FY2015 Pay Raise and FTE	2016 Pay Raises	FY 2016 Baseline Estimate	Program Changes	FY 2016 Request
Salaries and Benefits	\$122,344	\$125,182	\$939	\$1,221	\$127,342	\$13,613	\$140,955

FMCSA staff costs support the Safety mission and are oriented towards the field, not headquarters. Approximately 75% of FMCSA staff are located in field or regional offices.

As part of the FY 2016 Request, FMCSA proposes a total of 1,215 FTE, an increase of 101.0 FTE over the FY 2015 Enacted level. Total costs are estimated to be \$140.0 million; a \$14.8 million increase over FY 2015. This represents just 11.8% of total agency expenses, most of which directly support the safety mission through enforcement and compliance activities.

Increases for FY 2016 are focused on bolstering critical portions of agency processes. The largest is 51 FTE to staff FMCSA’s full implementation of the enhanced motorcoach investigational techniques developed during our Quickstrike initiative. These investigations are more time intensive than our previous investigative model, but produce better quality reviews than that legacy investigational model.

12.5 FTE are requested within our IT office to bolster development efforts and improve functionality of existing systems. Lack of these skilled, technical staff, has girdled agency programmatic efforts, slowed improvements in systems and left the agency struggling to properly coordinate IT programs and wring out crucial efficiencies. Implementing the reforms stemming from the OMB TechStat process requires the requested positions.

To improve the safe transportation of energy products, FMCSA is requesting 11 FTE. These staff will increase oversight and enforcement to limit impacts and ensure that carriers are following safe transportation practices in the areas near the extraction and manufacturing points for these products. Residents of those areas will be safer due to the improved knowledge, targeting and enforcement of unsafe motor carriers, drivers, and vehicles. 8 FTE are requested to enable FMCSA to meet accelerated requirements for new entrant audits mandated by MAP-21. Absent these staff, FMCSA will be unable to meet this MAP-21 requirement or be forced to take staff from other critical programs to do so. Additional requests include 1 FTE to implement the North American Border program, with an additional field staff to vet the applicant motor carriers, review Pre-Authorization Safety Audits and Comprehensive Investigations, and any associated corrective action plans. One program position, 0.5 FTE is requested to manage the Safety Fitness Determination initiative.

FMCSA is also requesting staff to bolster administrative and support efforts. 5 FTE are requested to bolster division offices without State Program Specialists, who oversee all State and local grantee activities, ensuring continued certification of all staff conducting inspections, audits and reviews, and ensure that the grantee follows all required agency, departmental and Office of Management and Budget grants procedures and requirements, as well as reviewing vouchers for necessary, reasonable and eligible costs and production work. 4 FTE are request to bolster staffing

at the National Training Center, allowing to workforce restructuring and enhanced training development and delivery. 2.5 FTE are requested within the Office of the CFO to fully staff audit and budgeting functions, augment fiscal law attorneys, critical to responsible agency management and careful stewardship of the agency's grant programs.

To bolster FMCSA's legal counsel, 3.5 FTE are requested to increase counsel for fiscal law, registration, and regulatory efforts. 2 FTE are requested to help FMCSA better manage its almost 100 location portfolio of facilities.

More detail on these positions can be found in individual program change requests.

Additionally, approved by Congress as part of the FY2014 Omnibus were 52 positions requested by FMCSA in 2014. As part of the calculation of FY2016 requirements, we have accounted for the second half of these positions adding 26 FTE to our requested level. However, because no funding was provided to annualize these positions as part of the FY 2015 Omnibus, we have interpreted the intent of Congress to be we absorb these additional costs from within our existing budget, offsetting other programs to cover the roughly \$2.8 million unfunded expense. This will likely impact the amount of funding available to operate our safety programs.

Office of Enforcement (MC-E)

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office Of Enforcement (MC-E)	\$15,607	\$15,195	\$25,363	\$10,168
Adjustments to Base	\$0	\$0	\$302	\$302
Safety Measurement System	\$0	\$0	\$2,568	\$2,568
North American Borders (NAB)	\$0	\$0	\$1,338	\$1,338
Safety Fitness Determination (SFD)	\$0	\$0	\$3,069	\$3,069
Safe Transportation of Energy Products	\$0	\$0	\$1,617	\$1,617
New Entrant Audits	\$0	\$0	\$1,103	\$1,103
Motorcoach Oversight - Enforcement 1/	\$0	\$0	\$171	\$171

1/ Enforcement's portion of the Motorcoach Safety Oversight proposal.

What Does The Office of Enforcement Contribute?

For FY 2016, FMCSA requests \$25.4 million and 65.5 FTE for the Office of Enforcement. This organization is the central body for developing and promulgating enforcement and compliance policies governing CDL holders, truck and bus companies and how our investigators and state partners enforce safety standards.

Program changes requested include:

- Safety Measurement System
- North American Borders (NAB)
- Safety Fitness Determination (SFD)
- Safe Transportation of Energy Products
- New Entrant Audits

Driver Management and Oversight Program

The Driver Management and Oversight Program focuses on projects and programs which raise the safety bar for obtaining and maintaining a commercial driver's license (CDL) to operate a CMV, including trucks and buses, in interstate commerce. The FMCSA develops regulations, policies, procedures, and guidelines to implement, administer, and evaluate the CDL program and related activities. This includes establishing standards for testing and licensing commercial motor vehicle (CMV) drivers to ensure uniform and consistent implementation of the CDL program in the States.

In FY 2016, the program begins funding for the MAP-21 requirement for the States to develop Employer Notification Systems to advise motor carriers when their drivers are convicted of a violation. In addition, in FY 2016, the Agency will be continuing its work to support military drivers transitioning to commercial trucking.

Grants Program Management

The Office of Enforcement is responsible for establishing the funding priorities and evaluation criteria for most of the Agency's grant programs. In addition, it is responsible for evaluating the technical aspects of the applications; and recommending awards for four of the Agency's grant programs. For grants that are to non-State entities, the Office of Enforcement is also responsible for monitoring deliverables for timely completion; reviewing the grants for compliance with program requirements; meeting performance measures; requiring corrective action plans when deficiencies are identified; and establishing and monitoring internal controls to ensure, identify and promote best practices. In FY 2016, the Agency's consolidation of formula grant programs will improve the efficiency for awarding grants to the States.

Enforcement and Compliance Interventions Program

The FMCSA's enforcement and compliance programs are the primary tools used to deliver the Agency's Safety Mission. These programs fund FMCSA's nation-wide presence and, through grants, fund the State personnel responsible for conducting investigations, interventions, strike forces, reviews, and other safety-related oversight of carriers, drivers, and vehicles. Funding and personnel will provide safety oversight of the motor carrier industry to ensure compliance with the Federal Motor Carrier Safety Regulations, the Hazardous Materials Regulations and the Federal Commercial Regulations. Focus areas include passenger safety, hazardous materials, and household goods carriers. Increased enforcement and compliance is proven to increase safety, and reduce commercial truck and bus crashes, injuries, and fatalities.

Border Programs Management and Oversight Program

This program is needed to maintain relationships with Canada and Mexico on CMV issues, including the development of uniform and consistent motor carrier, driver and CMV regulations, inspection procedures, and safety programs throughout North America. This program also is responsible for implementing the revised CDL Memoranda with Mexico and Canada.

Why Is This Particular Program Necessary?

Driver Management and Oversight Program

In FY 2016, the Office of Enforcement will continue to conduct State CDL program reviews to ensure uniformity and compliance with the Federal Motor Carrier Safety Regulations (FMCSR). These reviews will also help to detect and prevent CDL fraud, and will assist in the oversight, monitoring, and improvement of the effectiveness of each State's testing and licensing procedures. This program is needed to ensure that the testing and issuance standards across the States are uniform and in compliance with the standards established to ensure that only safe, qualified drivers receive a CDL. In addition to the establishment of regulations that require the States to comply with standards, FMCSA conducts program reviews of the States' programs to ensure that the States remain in compliance with the requirements.

The current funding request will support the FMCSA's ability to enhance its oversight of State driver licensing agencies' level of compliance with the Federal CDL regulations. Enhancement of the FMCSA's oversight capability will improve safety by helping the Agency and its State partners identify unsafe drivers and remove their CDL privileges. In FY 2016, FMCSA plans to accomplish the following with the requested funding level:

- Continue CDL program reviews, assuring State driver licensing agencies are in compliance with all relevant Federal regulations and taking action on States that are not in substantial compliance with requirements.
- Continue outreach and education to the court systems and State driver licensing agencies to improve accurate and timely conviction data transfer;
- Increase awareness within the court system regarding federal regulations that differentiate commercial driver regulations from non-commercial;
- Implement regulations and processes for veterans and active duty military to acquire a CDL as easily as possible while focusing on highway safety;
- Work with States to establish minimum standards for Employer Notification Systems and provide grant funding to encourage voluntary compliance.

Enforcement and Compliance Interventions Program

In FY 2016, the Office of Enforcement will continue normalizing operations to ensure uniform application and continuous improvement based on lessons learned and new and improved data. The agency will continuously review the program for opportunities to improve enforcement procedures and maximize existing tools and authorities to remove unsafe carriers. In addition, the tools will be used to target select segments of the industry, including passenger carriers and hazardous materials shippers and motor carriers. The Office of Enforcement will be dependent on the Office of Research and IT for continued improvement of systems to identify reincarnated carriers and begin preparing to implement the new safety fitness determination rule.

FMCSA is committed to on-going analysis and improvements of the Safety Measurement System (SMS). FMCSA would use the funding to explore areas to continue to improve the program in including possibly implementing a crash weighting system, researching and implementing dynamic peer grouping to eliminate significant fluctuations in scores when a carrier moves between peer groups, and exploring and implementing improvements to the DataQs system to allow carriers additional levels of review for violations cited during roadside inspections.

In order to comply with the MAP-21 requirements to complete the safety audits in 12 months for property carriers and 120 days for passenger carriers, additional grant funding is needed. The FY 2016 Budget and reauthorization request includes additional funding in the MCSAP formula grants to accommodate this change in the program. Conducting reviews within the first 12 months (as opposed to the old requirement of 18 months) actually means that more audits will be conducted due to reviews of carriers that would end up going out of business between months 12-18. The volume of applicants remains continuous as there is significant turnover in the trucking industry that results in about 35,000 new entrants every year

Commercial Enforcement Program

The Commercial Enforcement Program will combat the increasing number of rogue HHG movers and brokers that intentionally provide low estimates to get a moving contract but then refuse to deliver the goods unless more money is paid (“hostage loads”). Funding at the requested level provides the resources needed to sustain the program. In FY 2016, FMCSA plans to accomplish the following with the requested funding level:

- Maintain the National Consumer Complaint Database.
- Expand educational and outreach materials to educate consumers.
- Maintain Agency responsiveness to hostage loads complaints.
- Maintain enforcement on rogue movers and brokers.

Border Management and Oversight Program

This request is to support the Agency's Border Programs that develop and implement strategies to oversee the safety of motor carriers, drivers, and trucks entering the United States from Mexico and Canada. The request includes funding for improving and maintaining border operations; and implementing changes based on updated MOU with Canada and Mexico regarding CDL reciprocity.

The Office of Enforcement facilitates cooperative working relationships with the United States, Mexico, and Canada to develop and implement more uniform and consistent CMV regulations, inspection procedures, and safety programs throughout North America.

SMS Algorithm Improvements, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Safety Measurement System	\$0	\$0	\$2,568	\$2,568

What Is The Request And What Will We Get For The Funds?

In FY 2016, FMCSA requests \$2.6 million for the SMS Algorithm Improvements.

What Is This Program?

FMCSA is committed to on-going analysis and improvements of the Safety Measurement System (SMS) that is one of the key components to the CSA Program. SMS is successful at identifying high risk carriers with the 10% of carriers identified as exceeding the thresholds account for 45% of the crashes on our highways. FMCSA would use the funding to explore areas to continue to improve the program in ways that include:

- Testing a crash weighting system,
- Analyzing and implementing safety event group and severity weight changes, and
- Exploring and implementing improvements to the DataQs system to allow carriers additional levels of review for violations cited during roadside inspections.

Why Is This Particular Program Necessary?

CSA and the SMS have had demonstrated success in improving the Agency's identification of high risk motor carriers. The Agency consistently seeks input on potential improvement to the program and systems. The potential algorithm improvements have been identified by the Motor Carrier Safety Advisory Committee, industry and NTSB, as means to potentially improve the identification of unsafe motor carriers.

The SMS process is only successful if accurate data is in our systems. While the Agency established the DataQs program to provide opportunities for motor carriers to correct their data, we receive consistent criticism for not having a formal appeals process. When Safety Fitness Determination (SFD) is implemented and motor carriers' ratings are impacted by their inspection data, we expect a significant surge in DataQs requests. These resources would accommodate that increase and support the establishment of an appeals/adjudications process. This investment would reduce the number of rating appeals the Agency adjudicates.

How Do You Know The Program Works?

The Agency has refined the SMS system and made changes, often recommended by the industry and other Agency partners, after careful analysis and implementation. The result of these changes has consistently been the identification of high risk motor carriers with a higher future crash risk, proving that that our identification system is improving with each modification.

Why Do We Want/Need To Fund The Program At The Requested Level?

The costs cover contract resources to implement the above changes including possibly reviewing police accident reports against specific guidelines and make a decision on the preventability of the crash and the motor carrier's role, analyzing and proposing methods of dynamic peer groupings, and/or reviewing requests for data review against agency guidelines and making a decision on the validity of a violation citation.

U.S. to Expand Trade Opportunities with Mexico through Safe Cross-Border Trucking

The Department of Transportation in FY2015 began accepting applications from Mexican motor carriers to conduct long-haul, cross-border trucking services in the United States. The step will increase economic opportunities between the two countries while maintaining safety standards, and marks a significant milestone in implementation of the North American Free Trade Agreement. In response, the Government of Mexico is expected to permanently lift more than \$2 billion in annual retaliatory tariffs on U.S. goods.

The policy change followed the successful completion of a three-year pilot program, and additional analysis on almost 1,000 other Mexican long-haul trucking companies that transport goods into the United States.

Fifteen trucking companies from Mexico enrolled in the pilot that concluded in October 2014, crossing the border more than 28,000 times, traveling more than 1.5 million miles in-country, and undergoing more than 5,500 safety inspections by American officials.

Data collected on the pilot carriers, and an additional 952 Mexican-owned trucking companies that also operated long-haul in the U.S. during the same 36-month period under a pre-existing authority, showed that companies from Mexico had violation, driver, and vehicle out-of-service rates that met the level of safety as American and Canadian-domiciled motor carriers.

Mexican companies applying for long-haul operating authority will be audited to ensure their safety management and driver qualification programs are adequate. Their vehicles will be required to pass a 37-point North American Standard Level 1 inspection every 90 days for at least four years.

North American Borders Program, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
North American Borders (NAB)	\$0	\$0	\$1,338	\$1,338

In FY 2016, FMCSA requests **\$1.3 million** for the North American Borders Program, which is an increase of **\$1.3 million** over FY 2015 Enacted Budget. In addition, 2 positions (1 FTE) are requested for field staff to support the increased growth in this sector.

What Is This Program?

This funding would provide resources for implementation of the needed Information Technology systems changes to allow the agency to come into full compliance with the requirements of NAFTA. With the conclusion of the Cross Border Pilot Program in October 2014, the agency must prepare for increased applications for long haul operating authority from Mexican motor carriers. FY 2016 funding and additional positions would be needed to support the increased workload resulting from this new sector of motor carriers.

Planned accomplishments:

In FY 2015, the agency will complete its planning for full NAFTA implementation, including identifying needed IT systems changes. In addition, FMCSA will be initiating needed regulatory changes. In FY 2016, the agency will be completing its regulatory changes to normalize long-haul trucking into the agency's programs and processes. IT systems changes will be required to conduct new applicant screening, produce new provisional and permanent operating authority documents, track expedited actions, and to add alerts for vehicles required to have Commercial Vehicle Safety Alliance decals.

Why Is This Particular Program Necessary?

The United States is obligated under NAFTA to open the borders to long haul trucking by Mexico domiciled motor carriers. Failure to successfully implement NAFTA may result in tariffs on U.S. products exported to Mexico. When the Agency's previous demonstration project was terminated in 2009, the tariffs allowed by NAFTA were valued at \$2.4 billion annually. It should be expected that if the United States does not normalize operations within an appropriate period of time, comparable tariffs would be applied.

We anticipate that current staffing will be able to accommodate 50 applications in the first year. Without additional resources, 50% of expected applications may be delayed. The impact of the

delay is that Mexico could see this as a failure to comply with the requirements of NAFTA and seek to put tariffs into effect.

How Do You Know The Program Works?

The agency conducted a pilot program from 2011 to 2014 to test the safety of long haul Mexican motor carriers and completed significant data analysis that concluded that Mexican long haul motor carriers are as safe as U.S. and Canadian carriers. On January 9, 2015, the Department released a Report to Congress documenting the safety of Mexico-domiciled and owned companies operating in long-haul transportation.

On January 15, 2015, FMCSA published a Federal Register notice announcing the conclusion of the Pilot Program and advising that the Agency is now accepting applications for long-haul authority.

Pilot program carriers had out of service (OOS) rates significantly lower than U.S. and Canadian carriers (0.2% vs 4.9% for drivers and 8.9% vs 20.3% for vehicles). The pilot program carriers were also comparable or better than U.S. and Canadian carriers when examining violation rates, safety measurement system scores, and moving violation rates. Finally the pilot program carriers operated over 1.5 million miles in the U.S. with only one crash (which was not the fault of the pilot program driver or vehicle). In addition, FMCSA examined the similar metrics for other groups of Mexican-owned carriers that already have some authority to operate long-haul in the U.S. and these carriers also were comparable to U.S. and Canadian carriers.

Why Do We Want/Need To Fund The Program At The Requested Level?

To accommodate new applications, changes are needed to the agency's IT systems to normalize the handling of Mexican motor carriers. These changes include: additional staff is needed to:

- Add long haul applications to the New Applicant Screening process;
- Prompt the field to assign Pre-authority Safety Audits (PASAs) before authority is granted;
- Track the processing of applications through the vetting, PASAs, FMCSA Register, protest (if any), and authority issuance processes;
- Modify the PASA process to be more in line with the Agency's New Entrant program;
- Modify systems to note the specific prohibitions of these carriers' operating authority and other requirements such as the requirement for a Commercial Vehicle Safety Alliance decal for the first 3 years with permanent authority; and
- Systems must also be modified to require a compliance review within the first 18 months of operating.

Two additional field staff are requested in the Western Service Center to provide support in all Mexican motor carrier programs. Currently, only position is dedicated to this. With this increase in long haul applications, additional resources are required to complete the safety vetting process, assign PASAs, review PASAs, and handle any associated enforcement actions. These positions do not lend themselves to being contract positions because a significant knowledge of, and experience implementing, the Agency's regulations and enforcement policies is required. Based on the expected high volume of applications from the certificate carriers, transitioning the hiring of these positions over a period of time would negatively impact the program.

If these resources are not received, the agency will not be able to manage the expected workload for NAFTA implementation. Failure to make progress in these areas could result in the Government of Mexico re-establishing tariffs on U.S. goods.

Safety Fitness Determination Project, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Safety Fitness Determination (SFD)	\$0	\$0	\$3,069	\$3,069

In FY 2016, FMCSA requests **\$3.1 million** for Safety Fitness Determination Project, which is an increase of **\$3.1 million** over FY 2015 Enacted Budget. In addition, the agency requests 1 position (0.5 FTE) to be a dedicated program manager for this initiative.

What Is This Program?

This funding and staffing are needed to successfully implement the agency's new Safety Fitness Determination (SFD) rulemaking. The new SFD process will allow the agency to assess the safety of a greater number of motor carriers and will allow the agency to use more available data in identifying motor carriers that are unfit to operate. Under this proposal, the agency will no longer have to conduct labor intensive onsite investigations to determine that motor carrier is unfit. The agency's rulemaking proposal identifies more than three times the number of unfit carriers on an annual basis. This results in an increased workload for the Division Offices, Service Centers, Chief Counsel and Enforcement Program as the numbers of proposed unfit motor carriers, enforcement cases, compliance agreements, adjudications, and fit, willing, and able determinations are increased.

The request for \$3.1 million is for IT systems changes would provide for a system that would produce on line results for 500,000 motor carriers under the Agency's jurisdiction based on their on-road safety data, investigative results, and the proposed Safety Fitness Determination (SFD) thresholds. This data would be updated monthly.

With the significant increase in the number of motor carriers that would be proposed unfit, the agency needs to expand capacity in its Electronic Document Management System (EDMS) which is our carrier-based electronic filing system. Additionally, other IT tools are needed to help FMCSA's field offices manage the associated workload, such as automated letters, automated system alerts, templates for agreements and enforcement actions.

Other changes would be needed in our Motor Carrier Management Information System (MCMIS) and Enforcement Management Information System (EMIS) to change the rating types, rating results, and manage the enforcement cases, including the new administrative review processes, in the systems. Lastly, funding would be needed to modify the FMCSA website to adapt the changes on all impacted webpages. The additional position in the Office of Enforcement and Compliance is needed to serve as the full time manager for this program. This position would oversee development and implementation of the final rule to include the new IT system and tools, development and implementation of policies and procedures to standardize actions across the FMCSA Division Offices, developing and conducting training to Federal and State enforcement staffs, development of an outreach program, oversight and monitoring of the effect the changes, and advising of needed adjustments in the future.

Why Is This Particular Program Necessary?

FMCSA is statutorily required to determine the safety fitness of motor carriers. The SFD process is being revised to improve the identification of unfit motor carriers to reduce the number of crashes, fatalities, and injuries. Through this rulemaking, the agency will assess the safety rating of approximately 200,000 motor carriers each month and will propose unfit ratings for 3-4,000 motor carriers annually. This is approximately a 300% increase over the current number of motor carriers that are identified using the current process. As a result, through this increased identification of unfit motor carriers, the motor carriers will either make significant improvements to their safety management system or the motor carriers will no longer be able to operate on the Nation's roadways. Both of these will result in a reduction of the risk of future crashes.

In addition, by producing monthly online results based on SFD measures, all transportation users (e.g. consumers, shippers, brokers) will be able to quickly identify unfit carriers and make safe, sound transportation decisions saving them time and money.

This rulemaking change is the last piece of the Compliance, Safety, and Accountability program implementation. The changes are the subject of notice and comment rulemaking. The agency has committed to making these changes to improve safety. In addition, this rulemaking corresponds to a NTSB recommendation.

How Do You Know The Program Works?

Through this rulemaking, the agency will assess the safety rating of approximately 200,000 motor carriers each month and will propose unfit ratings for 3-4,000 motor carriers annually.

Currently, the agency and its State partners conduct approximately 20,000 comprehensive investigations resulting in approximately 8,000 ratings and 1,000 proposed unsatisfactory ratings. The SFD changes will allow the agency to find more than three times more carriers unfit, forcing safety improvements or removing these unsafe carriers from the roadways.

Safe Transportation of Energy Products, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Safe Transportation of Energy Products	\$0	\$0	\$1,617	\$1,617

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

In FY 2016, FMCSA is requesting 22 positions (11 FTE) and \$1.6 million to support enhanced oversight of the transportation of energy products. This includes 18 new positions for Special Agents, 3 positions for program and enforcement support and an additional attorney.

Commercial truck growth from shale gas and oil exploration is being seen in Colorado, Wyoming, Montana, Oklahoma, Texas, Arkansas, and Pennsylvania, and these 18 safety investigator positions will be deployed among these States to address this emerging motor carrier, commercial motor vehicle, and driver safety concerns. Specifically, with the greatest oil/gas production levels presently occurring in Texas, Pennsylvania, and North Dakota, it is estimated that these three States would receive half of the 18 new investigator positions, while the remaining 9 positions would be distributed relatively evenly in Colorado, Wyoming, Montana, Oklahoma, and Arkansas. The support positions would be distributed among the FMCSA's service centers, to support the additional enforcement work resulting from these new carrier investigations. This distribution is approximate and as more information becomes available about industry growth rates in these and other States as a result of shale oil and gas extraction; plans will be revised as necessary

What is this Program and why is it Necessary?

The growth of shale gas and oil exploration in Colorado, Wyoming, Montana, Oklahoma, Texas, Arkansas, and Pennsylvania have resulted in an increase in the volume of commercial vehicles and drivers in these States and an increase in the number of crashes. FMCSA's broad-spectrum safety mission includes hazardous materials (HM), but goes well beyond HM, as it relates to the energy industry expansion, particularly in areas such as the Bakken Formation/Basin in North Dakota.

FMCSA's role in this program is largely in oversight and enforcement. This summer, North Dakota crude oil production reached 1 million barrels per day, while natural gas production reached 1.2 MCF per day, all-time highs. North Dakota is now second in crude oil production only to Texas. By 2020, oil production is estimated to exceed 1.5 million barrels per day, while natural gas production will exceed 1.8 MCF per day, according to North Dakota Department of Mineral Resources (DMR) projections. North Dakota exceeded 11,000 oil wells, an all-time high. Current DMR estimates project more than 50,000 oil wells in North Dakota.

Why Do We Want/Need To Fund The Program At The Requested Level?

The Bakken region is experiencing a boom in the production of oil production. This summer, North Dakota crude oil production reached 1 million barrels per day, while natural gas production reached 1.2 MCF per day, all-time highs. North Dakota is now second in crude oil production only to Texas. By 2020, oil production is estimated to exceed 1.5 million barrels per day, while natural gas production will exceed 1.8 MCF per day, according to North Dakota Department of Mineral Resources (DMR) projections. North Dakota exceeded 11,000 oil wells, an all-time high. Current DMR estimates project more than 50,000 oil wells in North Dakota.

Trucks transport a significant quantity of the crude oil from the wells in North Dakota's biggest oil-producing counties to the rail heads and/or pipelines (in many cases, neither a rail head nor a pipeline facility is adjacent to a well, so trucks are required to move the oil). The growth in truck volume has increased from 67,000 in 2013 to 74,000 in 2014 in North Dakota, according to North Dakota Highway Patrol (NDHP) statistics. More importantly, fatal crashes involving trucks have increased from 14 in 2008 to 53 in 2013, per NDHP data. FMCSA and its partner agencies recently conducted 354 truck and driver safety inspections as part of its latest Multi-Agency Strike Force Operation in the Bakken oil fields and discovered 595 violations as a result. FMCSA now has almost 10,000 carriers within the jurisdiction of the North Dakota Division, and desperately needs field staff to address these emerging significant safety concerns.

On August 19, 2013, the GAO initiated an engagement with DOT on shale oil and gas transportation. The GAO review examines transportation infrastructure needs and safety issues associated with increased domestic development of shale oil and gas. In addition, DOT plans to study the impact of transporting large quantities of energy products over existing rail and highway infrastructure.

FMCSA will also work with state and local governments to ensure assess and the impacts of energy transportation on infrastructure. The Agency will most importantly increase oversight and enforcement to limit impacts and ensure that carriers are following safe transportation practices. As this is a new program, there are no other alternatives to pursuing additional funding.

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

Residents in the areas near the extraction and manufacturing points for these products will be safer due to the improved knowledge, targeting and enforcement of unsafe motor carriers, drivers, and vehicles.

North Dakota is one example of the explosive transportation growth and safety challenges associated with the increase in shale oil and gas extraction in particular regions within the United States; and therefore, the agency's request for additional staff in these areas to begin addressing these highway safety concerns. As a result of hiring these additional 18 safety investigators (each conducting an average of 27 investigations and 32 roadside inspections per performance year), FMCSA anticipates a total of 486 safety investigations and 576 roadside inspections to be completed each year. As a result of this work, FMCSA expects safety benefits of 83 injuries avoided and 5 lives saved each year as a result of preventing 130 CMV crashes due to the interventions of these 18 additional safety investigators.

These estimates have been derived from the FMCSA Roadside Intervention Effectiveness Model (FY 2009) and the FMCSA Compliance Review Effectiveness Model (FY 2008). At present, the FMCSA safety investigator performance plan calls for the completion of an average of 27 safety investigations per performance year, along with 32 roadside inspections. It is important to note, due to efficiencies associated with the division of labor, FMCSA investigators conducted the majority (almost 60%) of the 17,000 safety investigations completed in FY 2013, while State inspectors conducted 95% of the 3.5 million roadside inspections in FY 2013.

New Entrant Safety Assurance Audits, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
New Entrant	\$0	\$0	\$1,103	\$1,103

What Is The Request And What Will We Get For The Funds?

In FY 2016, FMCSA requests \$1.1 million for the New Entrant Safety Assurance Audits, which is an increase of \$1.1 million over the FY 2015 Enacted Budget. 8 FTE are requested to support this program.

What Is This Program?

The New Entrant Program, required by the Motor Carrier Safety Improvement Act of 1999 (MCSIA), requires a safety audit of each new motor carrier. MAP-21 decreased the timeframes for completing safety audits from 18 months to 12 months for property carriers and 4 months for passenger carriers. Additional grant funding is also needed to meet the MAP-21 requirements.

Historically, the Agency receives 35-40,000 new applications from motor carriers each year requiring new entrant audits. The failure rate of the audits is 20-30%. When an audit is failed, the motor carrier must either submit a corrective action plan which must be approved by FMCSA or stop operating. Since this program was required in SAFETEA-LU in 2005, it has resulted in a significant workload for the Agency's State partners who conduct the majority of the audits and for FMCSA which must review and approve or deny corrective action plans.

Under MAP-21, the New Entrant Safety Audit grant program is provided \$32.000 million annually.

When the States experience workloads that would result in a backlog of audits (i.e., due to a State hiring freeze), Federal investigators/auditors will provide assistance to reduce backlogs. In addition, FMCSA funds a centralized call center that serves all of the States. The call center's primary purpose is to contact New Entrant Motor Carriers (NEMC) to verify and update the carrier's registration information. When a New Entrant registers, MCMIS automatically generates and sends a New Entrant Notice Letter, instructing the carrier to contact the call center. The Contractor shall be responsible for communicating with each carrier and verifying the information provided through MCMIS. Once the information is verified, the call center shall input the contact date and annotate the conversation in the Enter Contact Date screen found in MCMIS. If inaccurate information is found on the NEMC's census record, the call center will be responsible for updating the information based on the verification call.

In addition, of the more than 105,000 audits conducted during the last three years, more than 20 percent resulted in failures, and most of these failed audits subsequently resulted in the submission of a Corrective Action Plan (CAP) by the motor carrier to FMCSA for review and approval.

The FY 2016 request for 8 FTE supports the increase in CAPs that occurred due to the MAP-21 changes to the completion time frames, reduced from 18 to 12 months for property carrier new entrants and 12 months to 4 months for passenger carrier new entrants, since the shorter time frame means that FMCSA must increase the staff available at any given time to accept, process, review and decide on the acceptability of those CAPs within the given timeframe. Given FMCSA's current, limited staff of New Entrant Specialists processing CAPs and the year-over-year increase in the number of new entrant motor carriers registering with FMCSA, the new MAP-21 deadlines will only intensify the pressure and volume of CAPs requiring assistance within the designated timeframes. FMCSA requests additional NE specialist resources to handle the processing and review requirements under these new, tighter deadlines. Many of these specialists will be certified so that they are able to support State auditors as necessary. Not all would be certified to support state auditors, auditor certification takes 6 weeks of training up front and they would have on-going minimums annually for numbers of audits and vehicle inspections to maintain their credential. This would mean 3-5 weeks out of the office each year, with attendant travel expenses. This is a risk/reward decision to have some staff available to assist when necessary, but without cross training the entire staff, which would be prohibitively expensive and burdensome.

In addition, the new FTE will be used to implement offsite new entrant audits nationwide. FMCSA tested using offsite new entrant audits in FY 2014 and will be ready for full implementation in FY 2016. The offsite audits will allow the States to increase the number of audits that can be conducted by reviewing the records of some companies from the office, rather than having to travel and lose production time.

Why Is This Particular Program Necessary?

In an industry with 35-40,000 new companies introducing vehicles and drivers onto our Nation's highways, it is critical that the safety management processes be assessed early in the company's existence so that either needed changes are made or the company is put out of business. This important assessment is accomplished through the New Entrant Safety Assurance Program. The continued volume rise of new carriers annually was further impacted by the MAP-21 requirements which required the safety audits within 12 months for property carriers and 120 days for passenger carriers, versus the prior guideline under SAFETEA-LU of 18 months and 12 months respectively. Contract support and Agency FTE are needed to oversee and management program and review and either approve or deny corrective action plans from more than 7,000 motor carriers annually.

How Do You Know The Program Works?

Currently, over 20% of new motor carriers fail the safety audit, meaning that they do not have adequate systems in place to operate safely and in compliance with Federal regulations. To meet the constant volume of new carriers that are starting businesses each year, while keeping in compliance with MAP-21, we strive to be proactive in our mission of saving lives and this can best be accomplished by getting to these new firms and assessing them to ensure they, as new entrants, have basic safety management controls that are operating effectively. This program is our first line of defense against the crashes, injuries, and fatalities that occurs with these early intervention measures.

Enhanced Investigative Training Eliminates High-Risk Carriers

A number of recent post-crash investigations on serious motor coach crashes uncovered red flags that, had they been discovered earlier and investigated, may have placed the carrier Out-of-Service (OOS).

In the past, carriers would often hire a compliance consultant to help them get their paperwork to a minimum level to pass an average inspection. To raise the bar on safety and strengthen the Agency's oversight methods, FMCSA recently implemented a more thorough investigative approach by launching its Enhanced Investigative Techniques training initiative.

Now, thanks to this specialized training, Federal field staff and investigators are learning how to go beyond the paperwork to spot carriers trying to work the system and fly under FMCSA's radar. By learning how to interview drivers and employees, look for trends and patterns, and use technology and new policies and procedures to build stronger cases, investigators are using new techniques to eliminate more high-risk carriers.

Looking ahead, FMCSA hopes to expand this initiative by providing the specialized training to State grantee partners and bringing in more investigators to conduct the time-intensive yet highly effective investigations. With additional investigators and a continued focus on thorough investigations, FMCSA will launch more efforts like Operation Quick Strike, an eight-month operation in which teams of two investigators worked in tandem at in-person audits to find and cite violations—resulting in 52 bus companies and 340 vehicles being placed OOS.

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

Office of Field Operations Program

Program Activity (\$000)	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of Field Operations (MC-F)	\$95,948	\$98,308	\$108,902	\$10,595
Field Personnel	\$0	\$0	\$8,179	\$8,179
Enforcement Staff	\$0	\$0	\$171	\$171
Related Attorneys	\$0	\$0	\$608	\$608
Facilities Border 2/	\$0	\$0	\$15,904	\$15,904
Non-Border Facilities 2/	\$0	\$0	\$6,030	\$6,030
Facility Management 2/	\$0	\$0	\$516	\$516
State Program Specialists	\$0	\$0	\$700	\$700

1/ Motorcoach operations are funding in three areas, Field, Enforcement and Counsel. A summary is reported

2/ Funds here are organized under MC-M, but directly support Field Operations and are reported here.

In FY 2016, the FMCSA Office of Field Operations requests **\$10.6 million** additional funding above its FY 2015 Enacted levels, to support crucial field initiatives such as its motorcoach safety oversight program, filling out the grants management staff in its division offices, and updating/upgrading its field facilities, particularly at the border. Other listed resources are aligned with other offices.

What Does the Office of Field Operations Program Contribute?

The agency's Office of Field Operations is essentially the front line of FMCSA, managing division offices in each State, the District of Columbia and Puerto Rico and removing unsafe motor carriers, drivers, and vehicles from the Nation's highways through its enforcement activities. Data-driven targeted enforcement is FMCSA's primary strategy for meeting its safety goals. Through the Office of Field Operations, its four service centers and 52 divisions, FMCSA targets high-risk carriers with various interventions including on-site comprehensive investigations, on-site focused reviews, off-site reviews, new entrant safety audits, hazardous materials carrier and shipper reviews, and roadside inspections. The agency also has a successful partnership with the States to implement a significant portion of these programs via its grants programs. Utilizing the force multiplier of State and local law enforcement agencies, FMCSA also initiates strike forces as a key enforcement strategy in a comprehensive approach to ensure motor carriers are operating safely and in compliance with our Nation's highway commercial vehicle safety regulations. The frequency of truck crashes, fatalities, and injuries have declined on average over the years, as a result of following efforts:

- Conducting 4-5 National strike forces per year;
- Conducting more than 3.5 million roadside inspections per year;

- Completing over 16,000 Federal and State on-site investigations per year;
- Conducting more than 200 high-profile household goods investigations per year;
- Conducting more than 1,500 hazardous materials investigations per year;
- Conducting more than 30,000 new entrant safety audits per year;
- Initiating over 10,000 enforcement actions per year; and
- Issuing more than 2,500 operations out-of-service orders per year.

Border Programs Implementation

This program is needed to maintain relationships with Canada and Mexico on CMV safety issues, including the development of uniform and consistent CMV regulations, inspection procedures, and safety oversight programs throughout North America. The availability of funds to staff current and planned border crossing facilities allows FMCSA to transition from a temporary to a permanent operational presence along the southern border and to adequately staff all Customs and Border Patrol (CBP) border crossings.

The Office of Field Operations will continue to improve both temporary and permanent inspection facilities to provide a safe and efficient work environment at the nearly 30 ports of entry along the US-Mexico border. During FY 2014, FMCSA conducted over 400,000 commercial zone inspections among the southern border, and more than 30,000 of these were on Mexico-domiciled long-haul commercial vehicles and drivers crossing the border into the interior United States.

The Office of Field Operations will continue to reduce the out-of-service rates of Mexico-domiciled motor carriers by maintaining a robust inspection and oversight program. In FY 2001, the vehicle out-of-service (VOOS) rate for Mexico-domiciled carriers in the commercial zones was 34%, while in FY 2014 the VOOS rate for these carriers dropped to 17%.

FY 2016 Requested Funds for Field Operations

Office of Field Operations

In addition to funds required in FY 2016 to sustain current CMV safety oversight operations, the Office of Field Operations will need the resources to enhance its current oversight program of motor coach operators and other passenger carriers transporting our most precious of commodities; additionally, given the new MAP-21 legislative mandate to update the safety rating of every passenger carrier at least once every three years., the agency has requested additional funding to support its Motor coach Safety Oversight Program. Additionally, approval of the agency's FY 2016 request is critical to enhance the agency's grants program staff in response to recent external audit findings, which call for strengthening FMCSA's grants program oversight and to further staff and facilities support for the Southern border to ensure inspection of incoming commercial vehicles for safety compliance.

The Agency will also continue to execute its programs and make improvements to other enforcement and compliance policies and procedures, including those dealing with reincarnated carriers. With the corresponding improvements in Information Technology Development and Sustainment, the Office of Field Operations will:

- Conduct more in-depth investigations of motor coach operators and passenger carriers to ensure they maintain safe and compliant operations;
- Expand agency oversight of its grants programs with additional field personnel managing grants;
- Increase awareness and education on the need to increase enforcement of serious traffic violations by drivers;
- Improve the quality, quantity and timeliness of data relating to commercial driver activity in order to better track poor driving performance; and
- Upgrade the quality and timeliness of delivery of driver history from the drivers' record to roadside enforcement.

In addition to continuing to monitor the safety compliance of all motor carriers, and focusing on the safety compliance of passenger carriers in particular, significant effort will be dedicated in FY 2016 to investigating carriers that are still operating after their USDOT number and/or operating authority are revoked. Egregious violators continue to operate after their authority to do so has been suspended or revoked. The agency must engage with State partners to make sure these carriers do not operate on the Nation's roadways and that we are able to efficiently track down those entities that consistently evade our investigation and enforcement efforts. The Office of Field Operations resources will also be utilized to conduct investigations and initiate enforcement actions against "chameleon carriers" or those that reincarnate to avoid fines, penalties, and non-compliance history.

Additionally, resources will continue to be needed to oversee motor carriers in the New Entrant Safety Assurance Program. Motor carriers that fail a safety audit must demonstrate corrective action or have their authority to operate revoked. These corrective action plans are reviewed to ensure the motor carrier will be able to sustain safe operations if allowed to remain in business. Funding at this level will allow the agency to support the new entrant program to make the program more efficient and effective.

Border Programs Implementation

Approved funding for additional staffing at our border facilities must be continued in FY 2016 to allow the Office of Field Operations to continue its urgently needed staffing at all of the southern border crossings, including the newest facility in Tornillo, Texas. Proper staffing levels at the border inspection stations allow FMCSA inspectors to conduct high-quality and effective safety inspections of Mexico-domiciled commercial drivers and vehicles crossing into the United States and allow FMCSA to operate its inspection stations during the hours when CBP operates the border crossings. The additional staff to support the new border crossing is critical to allowing the agency to accomplish its on-going safety mission to ensure the safety of trucks entering the U.S. from Mexico.

How Do You Know The Enforcement and Compliance Intervention Program Works?

The agency has conducted effectiveness studies on many of its major enforcement programs, including its compliance investigation, roadside inspection, and traffic enforcement programs, since FY 2002, and has documented significant safety benefits derived from these programs. Studies estimate, that on average, the agency's compliance investigation program has helped Americans avoid almost 2,400 large truck and bus crashes per year on average, prevent roughly 1,500 injuries per year, and save almost 100 lives on average. Additionally, the agency estimates that its Roadside Inspection and Traffic Enforcement programs, which are mainly supported through its grants programs with State and local governments, has helped to prevent more than 16,000 large truck crashes on average per year, prevent almost 11,000 injuries on average per year, and save more than 600 lives on average annually. Sustaining the programs implemented by the Office of Field Operations will result in continued CMV safety benefits and funding for the new or expanded initiatives outlined in this request will support additional safety benefits through crashes, injuries and fatalities avoided as a result of FMCSA's and its State partners' enforcement efforts.

Editorials from Our Stakeholders

A success story of the Enforcement and Compliance Interventions Program:

Cargo Tank Inspection Seminars Decrease Public Risks

For the last several years, the National Tank Truck Carriers (NTTC) has been working with FMCSA field investigators and the Hazardous Materials Division to host four nationwide Cargo Tank Inspection Seminars per year.

These seminars are attended by hundreds of key industry personnel involved in inspecting, manufacturing, repairing and maintaining cargo tanks that transport hazardous materials. Thanks to these classes and the experienced FMCSA field staff teaching them, affiliated industry personnel have the opportunity to learn more about the complex regulations governing cargo tanks. Our partnership with FMCSA allows us to continue to keep costs at a minimum while maximizing our efforts through valuable one-on-one time with the experts. These classes and the experienced FMCSA field staff teaching them, affiliated industry personnel have the opportunity to learn more about the complex regulations governing cargo tanks. Our partnership with FMCSA allows us to continue to keep costs at a minimum while maximizing our efforts through valuable one-on-one time with the experts.

The following success stories are attributable to the Commercial Enforcement Program:

Partnerships = Prosecution = Safer Roadways

Recently, FMCSA's North Carolina (NC) Division initiated an unannounced compliance review in Eden, NC, that resulted in four violations of FMCSA regulations. The primary violation involved false records of duty status. This carrier had been the focus of two prior enforcement actions, and its safety consultant denied the NC Division access to documents during a 2010 investigation.

After exhausting all administrative remedies, the NC Division requested that the DOT Office of Inspector General (OIG) in Atlanta investigate the carrier under the criminal provisions of the U.S. Code. For two years, the NC Division worked with the OIG and the U.S. Attorney's Office for the Middle District of NC to secure a successful prosecution against the carrier, the president of the company, and the company's safety consultant.

The case was closed with three guilty pleas. The U.S. Attorney's Office also allowed the NC Division to place probationary conditions on the carrier, such as requiring them to install electronic on-board recorders (EOBRs) on all vehicles, give FMCSA full access to the EOBR system, and permit access to the corporate offices at any time. Joint efforts such as this make NC roadways safer for all motor vehicle operators and passengers.

Teamwork Stops Dangerous Operators

FMCSA recently notified the Alabama Revenue Department of a trucking company that was served with an Imminent Hazard Out-of-Service (IH OOS) order. IH OOS orders are issued when an imminent hazard exists that poses the risk of death, serious illness, severe personal injury, or danger to health, property, or the environment.

One day after being served the IH OOS order, the company owner and his wife applied for and obtained a new USDOT number and then applied for operating authority under a new company name. Noticing this red flag, the Alabama Department of Revenue advised FMCSA of the wife's attempt to change the registration on their vehicles to the new company. Since the vehicles were listed in the IH OOS order, authorities were able to inactivate the DOT number and reject the application for operating authority.

Thanks to a partnership between FMCSA and the Alabama Department of Revenue, authorities were able to act quickly to prevent these unsafe business owners from endangering the public again by operating illegally under a new carrier name.

Teamwork in Arizona Assists Moving Fraud Victim

An Arizona resident hired a moving company to move her elderly mother from Detroit, Michigan to Surprise, Arizona. The binding quote was for 2,757 pounds for \$1557.68 for a one bedroom apartment. However, per SAFERsys (FMCSA's Safety and Fitness Electronic Records System) the company had no authority to handle this move.

On the evening of the move, the carrier arrived late to pick up the possessions. As we often see, the movers delayed their arrival until after an agreed upon time. Due to the delayed arrival time, the resident and her mother were forced to leave a friend in charge of meeting the movers on-site in Detroit. The movers ignored specific instructions as to which items were to be transported and which items were to remain. Upon completion of loading, the movers picking up the shipment, failed to leave any documentation, and advised the friend that the price was going to be **much** higher since there were so many items.

The resident searched for assistance and was directed to contact our Arizona Weights & Measures office. We contacted FMCSA, requesting guidance and assistance. There appeared to be a misrepresentation of the price of the service and accordingly, under Arizona statutes, we planned to assist the family and weigh/measure the shipment to determine the true weight.

An FMCSA agent and our office coordinated prior to the delivery date to be on scene to meet the movers and review all the docs. We also coordinated with the Surprise police department to be on scene to review the same and inspect the truck and driver for compliance of all laws.

After the documentation review, we weighed the truck before and after unloading to determine the load weight. Upon completion, it turned out that the resident had only 2,680 pounds of shipment weight, less than the original binding estimate for 2,757 pounds. We held that no additional payments were due from the family to the moving company. Our coordinated efforts allowed us to intervene in another situation of moving fraud.

Motorcoach Safety Oversight Program, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Motor Coach	\$0	\$0	\$8,958	\$8,958

What Is The Request And What Will We Get For The Funds?

In FY 2016, FMCSA requests \$9.0 million for Motorcoach Safety Oversight Program, which is an increase of \$9.0 million over FY 2015 Enacted Budget. A total of 51 FTTE are requested to implement this program.

What Is This Program?

In FY 2013, the FMCSA implemented a concentrated strike force effort aimed at unsafe motorcoach operations throughout the United States, in an effort to “raise the safety bar” for those motor carriers transporting our most important cargo, passengers. FMCSA, using extensive data from its systems, targeted an initial 250 interstate motorcoach operators for a new, intensive investigation effort, whereby 30 teams of two safety investigators each, in conjunction with State inspectors, would conduct onsite reviews of carriers, including comprehensive inspections of the company’s commercial vehicles and interviews with an array of company officials, including mechanics and maintenance supervisors.

While the early results of this intensive effort have shown it to be a highly effective strategy, the level of effort at present, utilizing existing enforcement staff resources, is not sustainable long term, since these “Quick Strike” investigations are taking more than 40 hours each to complete (versus 24 hours on average for a typical investigation), and each Quick Strike investigation presently requires two investigators (versus one for a typical investigation). As a result, 80 full-time safety investigator (SI) positions, along with 16 Federal Program Specialists and HQ personnel to support review of the investigations and enforcement cases, will allow the agency to continue supporting its current high-risk carrier enforcement programs such as CSA, while also being able to support this Motorcoach Safety Oversight Program.

Anticipated FY 2016 Accomplishments:

FMCSA expects to conduct between 1,400 and 2,000 reviews per year to start, depending on how the Motorcoach Safety Oversight Program is structured in the long-run.

Why Is This Particular Program Necessary?

The results from the 2013 Motorcoach “Quick Strike” initiative have proven very effective, and have helped to save lives on the Nation’s highways by removing unsafe motorcoach operators, drivers and vehicles from the highways. But the level of effort is not sustainable long term, given

FMCSA's limited investigative staff and many other important agency safety initiatives underway at present, such as the Compliance, Safety and Accountability (CSA) program. As a result, failure to expand the safety investigator ranks within the agency may result in difficult trade-off decisions being made, in our attempts to address certain high-priority safety enforcement efforts, such as investigating high-risk carriers on the CSA mandatory list, which we know to be highly effective, while also meeting the new MAP-21 legislative mandate requiring FMCSA to update the safety rating of each passenger carrier at least once every three years.

How Do You Know The Program Works?

The initial Quickstrike Initiative has proven so successful, yielding an enforcement rate of 75% (versus roughly 30 to 40% for typical investigations), and a vehicle out-of-service rate of more than 30% (versus 20% for our typical roadside safety inspections). At the current pace, this intensive safety effort is resulting in Unsatisfactory/Unfit ratings for 33% of the carriers subject to the investigations. Although these investigations have taken longer to complete (relative to a typical investigation), since they involve additional, non-traditional interviews and other investigative research; the results have proven worth it.

Effective new techniques deployed by the Agency in 2013 under the Motor Carrier Quick Strike initiative when conducting passenger carrier investigations forms the basis for FMCSA's FY16 request to fully institutionalize the Motorcoach Safety Oversight Program into its operations. Proof of the effectiveness of that effort includes:

- An enforcement rate of 75 percent (versus roughly 33 percent for typical investigations in FY 2014);
- A vehicle out-of-service rate of more than 33 percent (versus 7 percent for passenger carriers subjected to standard roadside safety inspections in FY2014); and
- Proposed unsatisfactory/Unfit ratings for 33 percent of the carriers subject to the investigations (versus 13 percent for all comprehensive investigations in FY2014).

Why Do We Want/Need To Fund The Program At The Requested Level?

Budget Distribution for Motorcoach Safety Oversight program

<u>Position Titles</u>	<u>Position</u>	<u>FTE</u>	<u>Personnel Costs</u>	<u>Other Objects</u>	<u>Total Costs</u>
Office of Field Operations					
Safety Investigators (SIs)	80	40			
Enforcement Program Specialists in Service Centers	4	2			
2nd Program Specialist in Divisions with new SIs	10	5			
Subtotal Field	94	47	\$6,057	\$2,118	\$8,175
Office of Enforcement					
HQ MC-E personnel	2	1			
Subtotal Enforcement	2	1	\$129	\$45	\$174
Office of Chief Counsel					
Field Attorneys	2	1			
Field Paralegal	1	0.5			
HQ Attorney	1	0.5			
Adjudications Attorney	1	0.5			
Adjudications Paralegal	1	0.5			
Subtotal Chief Counsel	6	3	\$446	\$162	\$608
Total Motorcoach Safety Request	102	51	\$6,632	\$2,325	\$8,957

Given that there are currently 3,500 motorcoach operators nationwide, 1,400 of which have no, or an “old,” safety rating, there is much work for the agency investigators to do in order to simply meet the current demand for motorcoach investigations to meet the MAP-21 requirement. In the next two years, this roughly equates to 2,000 required motorcoach reviews, and on average, between 1,200 and 1,400 each year thereafter. This workload represents approximately twice the maximum number of motor coach reviews conducted in any one year to date.

The field offices will need additional staff support for these investigators and the additional enforcement cases that are developed; therefore, in addition to the 80 safety investigator positions requested to conduct these investigations each year, the Agency is also requesting 16 field personnel to support the investigators in this new program. This includes ten division program specialist and four service center enforcement specialists to process the additional, resulting enforcement actions. The program specialists review and process the work of the investigators. The enforcement specialists will process additional enforcement actions. Without this support, both the agency and cited carriers will have delayed resolution.

In addition, two HQ personnel are required to support the policy and programmatic needs of the program, in addition to reviewing re-application for authority after carriers have been removed from business for non-compliance and unsafe operating practices. The increased amount of work is significant based on our surged effort experiences. Increased numbers of unsatisfactory rating and imminent hazard out of service orders each require a significant review during reapplication.

The Office of Field Operations has projected that an additional 80 Safety Investigators will be needed in FY 2016 to operationalize the enhanced the level of investigation used in the Motorcoach Safety Initiative. Using a conservative 40:1 investigator to attorney ratio, a minimum of two additional Field Attorneys and one Field Paralegal will be needed to operationalize the Motorcoach Safety Initiative.

Moreover, the Motorcoach Safety Initiative relies heavily on aggressive legal action, including the issuance of subpoenas, demand letters, imminent hazard out-of-service orders, orders to consolidate records of affiliated motor carriers, and orders to show cause why operating authority registrations should not be revoked. Additional new authorities from MAP-21, such as impoundment of vehicles operating in violation of imminent hazard orders, will require legal input as they are used in the Motorcoach Safety Initiative and elsewhere in the Enforcement program. These and other specialty enforcement tools require significantly more attorney input than traditional civil penalty claims. The requested Enforcement and Adjudications staff will support the additional workload directly related to increased Motorcoach Oversight.

Border Facility Costs, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Total Border Facilities	\$13,000	\$2,000	\$17,604	\$17,604
Facilities Border	\$0	\$0	\$15,904	\$15,904
Adjustments to Base	\$0	\$0	\$1,700	\$1,700
FY2014 - National Motor Carrier 1/	\$13,000	\$0	\$0	\$0
FY2015 - Operations Unobligated Balance 2/	\$0	\$2,000	\$0	\$0

1/ \$13 million was made available for renovation and maintenance of border facilities in the FY2014 Omnibus Act.

2/ In the 2015 Omnibus, \$6.7 million was made available for a number of purposes, including support for FMCSA's Capital Improvement Plan. \$2 million is estimated as the current portion for facilities.

The funds requested total **\$17.6 million, with program changes and adjustments to base totaling \$17.6 million**. These funds include **\$1.7 million** in anticipated additional rent expenses within adjustments to base (as well as other adjustments). These funds would provide for new or renovated facilities in 18 locations throughout the southern border region, including Texas, New Mexico, Arizona, and California. FMCSA is not currently resourced to build or improve on facilities. In FY 2012, **\$24.0 million** was made available in one time funds to address these issues; however these funds represented a down payment on the total need. In FY 2014, Congress allowed FMCSA to use **\$13 million** unobligated balances from an expired account to provide funding for these vital border projects. FMCSA is updating its border plan to expedite several of the projects originally planned for FY 2015 and beyond. In FY2015, Congress allowed FMCSA to further access an estimated \$2 million in unobligated balances from the Operations account for facilities

What Is This Program?

FMCSA's border program relies on truck and bus inspectors to ensure that trucks and buses crossing into the country are safe and compliant with Federal safety regulations. In order for the inspectors to perform their critical functions, the agency must provide working space and protection from the harsh weather conditions. The main objective of the border space program is to decrease the time needed for the inspection of large trucks; improve throughput, ensure the safety of the public as well as FMCSA staff, and provide improved operating conditions for FMCSA personnel and truck and bus drivers.

Truck inspections:

One of the requested projects is a major modification of border office and inspection space for the truck inspection facility at Nogales, AZ. This includes feasibility studies, land acquisition, design

fees, moving costs, and construction of a new building, renovations, inspection pits, canopies, furniture and all associated security enhancements. Six other projects will be funded.

Bus inspections:

This request will fund a major modification of border office and inspection space for seven bus inspection facilities. This includes feasibility studies, land acquisition, design fees, moving costs, construction of new buildings (office space and bus passenger waiting areas), renovations, inspection pits, canopies, furniture and all associated security enhancements. Land acquisition from GSA will be necessary to begin the process for design and construction of new buildings at nine additional bus inspection facilities. Further enhancements will be planned and carried out at 8 other locations.

Why Is This Particular Program Necessary?

With respect to truck facilities, due to the limited service life of the original modular buildings (approximately 5 years maximum and they are now over 10 years old), there is a great need to improve the FMCSA facilities by adding canopies at various locations, upgrading equipment, and increasing vehicle traffic. As the number of trucks arriving each day at border crossings increases, it is critical that the agency review, modify, improve and, in some locations, increase the size of existing facilities.

With respect to bus inspections, the agency does not have dedicated space or facilities to conduct bus inspections at several major bus crossings along the Mexican border. Our inspectors must risk their safety and the safety of the bus driver and passengers by conducting inspections on the side of the road in some locations without protection from the harsh weather conditions. FMCSA has looked to configure its field presence as inexpensively and efficiently as possible. However, co-location in many locations has proved impossible due to site restrictions. It is necessary to search for suitable land to build proper bus inspection facilities and many of the southern border crossings.

How Do You Know The Program Works?

FMCSA inspectors have years of experience conducting field inspections of motor carrier and motor coach vehicles and these requests reflect a bottom up understanding of how these processes should work which starts with the inspector who is physical under and around the vehicles involved. The Border Space Management program includes rental payments for all border truck and bus inspection locations in Texas, Arizona, California and New Mexico, as well as feasibility studies, land acquisition, construction of new buildings (office space and bus passenger waiting areas), renovations, inspection pits and canopies, furniture and all associated IT and security enhancements.

Why Do We Want/Need To Fund The Program At The Requested Level?

There is substantial unfunded need for this activity. The requested funding level balances both FMCSA's ability to execute the request program with the pressing needs to improve facilities, increase throughput, reduce waste to businesses and improve the safety of the public and staff at these facilities. Additional funds for other facilities as well as on going upkeep and maintenance will be necessary, over and above the base Administration budget.

Current Conditions

Since the early 2000's, FMCSA has had a presence on the southern border with facilities, including temporary modular buildings and inspection canopies at some locations. In the vast majority of cases, the FMCSA facilities were installed on Federal property, co-located with Customs and Border Protection (CBP). The General Services Administration (GSA) provided support for this effort. Due to the limited service life of the original modular buildings (approximately 5 years maximum), it is necessary to replace existing temporary structures, add canopies at various locations, upgrade equipment and enhance locations to allow for increased vehicle traffic.

Existing Facilities Conditions

Some of the serious issues with the current facilities are listed below:

- Temporary Trailers have Exceeded their Lifespan
- 10+ Years Old
- Shifting Foundations
- Structural Deterioration
- Inadequate Work Space
- No Employee Break/Locker Rooms
- Inadequate Employee Restrooms
- Inadequate Inspection Space
- Limited Inspection Lanes
- No Inspection Pits for Easy, Safe Inspection Access
- Limited Canopies:
- Extreme Sun/Heat Exposure
- Wind and Dust Exposure



Above: This photo show trucks lined up for inspection that take longer than need be due to lack of inspection pits. This increases the inspection time by about 10 minutes per truck, which adds up at these very busy ports over the course of the day. The lack of a canopy puts both the driver and the agency inspector in danger of heat-related illness.



Above: The inspectors must roll under the hot truck on the hot asphalt to inspect the brakes and other functions to ensure compliance with safety regulations.



Above: This photo shows the total lack of bus inspection facilities at Laredo (Lincoln-Juarez). This facility is always extremely busy and we have no way of controlling off-loaded passengers during our inspection process. This increases inspection times for buses and opens us up to passenger safety issues if the bus is placed out of service. The camper in the picture is used as the agency's temporary working space. The off-loaded passengers can be seen in the back of the picture. This is an example where there is at least a canopy for the passengers but no place for them to sit while they wait for a bus to pick them up again and bring them to their destination. Their bus was placed out of service.



Above: Example of an exposed inspection area with no canopy or inspection pits.



Above: Bridge of The Americas, El Paso, TX bus inspection area for Customs and Border Patrol. Currently there is no bus inspection area available to FMCSA.



Above: Hidalgo, TX. This is clearly an inadequate passenger waiting area. Up to 3 buses may be inspected at one time, posing a safety and security concern for both FMCSA personnel and the numerous bus passengers.



Above: Typical old, outdated existing temporary facility



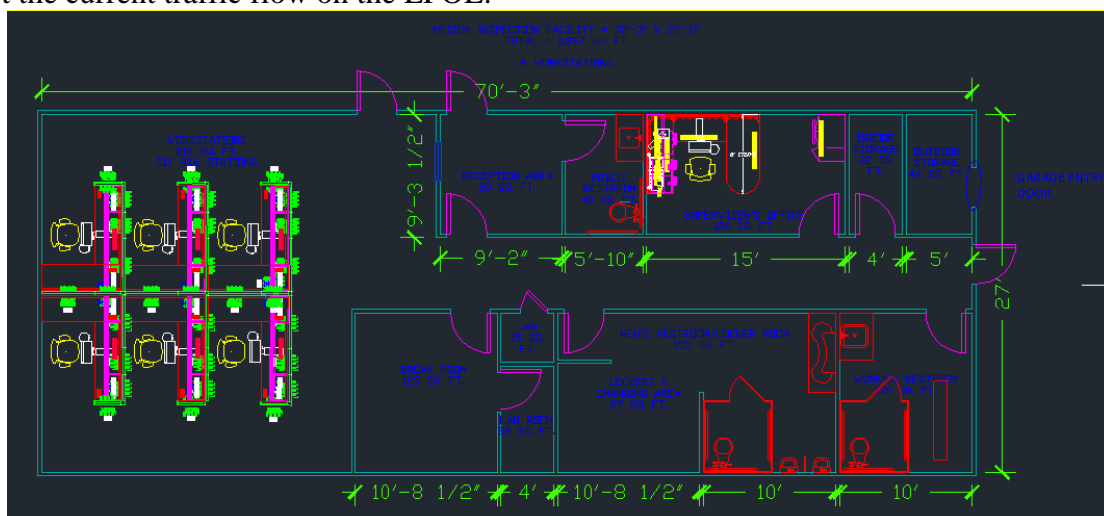
Above: Typical driver waiting area. Note the lack of security for FMCSA personnel.



Above: Typical facility work space with no break room facilities.

Moving to a Necessary End State

The main objective is to provide improved working conditions for FMCSA personnel and decrease the time needed for the inspection of large trucks and motor coaches. The first step is to produce an accurate feasibility study at each of the priority LPOEs to ensure adequate space and utilities exist (office and inspection space); adequate space exists for the placement of both temporary and permanent canopies; and proposed FMCSA inspection locations mesh with and do not interfere or disrupt the current traffic flow on the LPOE.



Above: The plan above is for typical new FMCSA office facility. This includes a break room, improved restroom facilities for staff and truck/bus drivers, and adequate workspace. Bus passenger waiting facilities are currently being studied.



Above: Rio Grande City, TX. This inspection pit is typical for what is planned for each border facility inspection lane.



Above: Mariposa, Nogales, AZ. This facility, which FMCSA leases from the State of AZ, is typical of a modern, well-constructed truck inspection facility. It is FMCSA's goal to provide safe, well-lighted facilities to maximize vehicle inspections at the southern border.

FMCSA has obligated \$37 million in funds to GSA to implement Phase I of the Border Facility Capital Improvement Program which includes planning, construction, and renovations at 15 prioritized border locations. FY 2016 funding will allow FMCSA to implement a portion of the Phase II Border Facility Capital Improvement Program to improve conditions at additional truck facilities, additional bus facilities, and begin the land acquisition process for constructing new passenger carrier inspection facilities at 9 prioritized border locations.

Budget Planning:

With the requested funding for Border Truck Inspection Facilities, FMCSA will be able to initiate additional projects in the border facility plan. GSA feasibility studies will have been completed at each location. This funding will provide for preparing design documents and construction costs for the facility improvements.

The temporary office facility at Del Rio, Texas will be replaced with a permanent office building and replacement of the existing canopy and installation of vehicle inspection pits. Funds for design and construction are requested in FY 2016 for final construction to be accomplished no later than FY 2017.

At the Tornillo, Texas Port of Entry, FMCSA will add an additional pit to the canopied inspection area and will update the traffic flow pattern to better accommodate out-of-service parking space. These enhancements will not affect the level of staffing at the port.

With the funds requested for Border Bus Inspection Facilities, FMCSA will continue the process of constructing nine bus projects in the border facility plan. The GSA feasibility study is scheduled to be completed with FY 2014 funds at each location. In FY 2015, the agency will focus on beginning the land acquisition process with GSA necessary before construction can begin.

Initiating these Border Bus Inspection projects is in-line with two OIG audit recommendations:

- **MH-2009-068, B01:** Adding to its Southern Border Bus Inspection Plan the frequency of required bus inspections at non-commercial crossings and inspections during any hour the border crossing is opened, to include evening and weekend hours. Include in the plan actions to eliminate obstacles to achieving inspection coverage during all open periods.
- **MH-2009-068, B02:** Working with the Customs and Border Protection Service, and other agencies as appropriate, to assess the safety and efficiency of bus inspection locations and space at all non-commercial border crossings at the southern border.

These projects will allow FMCSA to develop passenger holding facilities that allow safe and efficient bus inspections. The improved facilities will allow FMCSA to conduct inspections at a higher rate than is currently conducted due to space and safety limitations.

Impact If Not Funded:

Failure to provide the requested funding will impact FMCSA's ability to conduct truck and bus inspections in a safe and efficient manner at Southern border commercial crossings. The safety and well-being of FMCSA employees, as well as truck/bus drivers and bus passengers is currently jeopardized by the sub-par working environment at most of the Southern border crossings. FMCSA can no longer risk potential danger to our employees, truck/bus drivers or bus passengers,

by working in temporary trailers that are deteriorating, and in inspection areas that exposed to extreme weather conditions and lack safety and security enhancements.

Non-Border Facility Costs – Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Nonborder Facilities	\$0	\$0	\$6,030	\$6,030

What Is The Request And What Will We Get For The Funds?

The funds requested total \$6.0 million. These funds provide costs essential to meet FMCSA’s operational requirement within government leasing authorities. The request would provide for the movement and renovation of 15 Division, Service Center, or other offices.

What Is This Program?

The funds requested allow for the renovation in advance of occupation of new office space and alteration of existing non-border FMCSA staff. Costs include facility reconfiguration, security and access control, telecommunications, furniture, etc. FMSCA has 58 Division and 4 Service Center locations across the United States, including Puerto Rico.

Why Is This Particular Program Necessary?

Where not collocated with other agencies or in federally owned, federally controlled or leased facilities, FMCSA signed an Occupancy Agreement with GSA for a ten year term (five year base, five year option). FMCSA works with GSA to build-out the new space in accordance to our Space Standard Requirements, Security, IT, Telecommunications, and Network requirements. Once the new space is built-out FMCSA will release the existing space. If a new facility wins the bidding process, FMCSA is required to quit existing space and occupy the new space, requiring renovations to make the space acceptable for occupation and use. FMCSA does not control the competition process or the outcome. In some cases, the cost of the required renovation is more expensive than the rent paid, and an alternate authority for longer term and more stable housing of agency staff would be cost effective. Without these funds, FMCSA offices often shifts to short term or month to month rental periods with rent costs substantially higher than under the ten year terms and in some cases, 300% to 400% higher than the full term.

How Do You Know The Program Works?

FMCSA has sufficient base resources to fund its ongoing rent obligations; however one-time costs associated with moves are not available within base resources and the legacy of the agency’s creation has left a bubble in office turn over which began in FY 2013 and will continue with fully a third of FMCSA’s space turning over in the next four years.

Why Do We Want/Need To Fund The Program At The Requested Level?

Failure to fund would result in the reduction in enforcement and compliance activities to avoid expensive and embarrassing increases in rental costs. FMCSA is providing a budget for the requested funds. FMCSA is developing a capital budgeting program to address facilities issues as well as reviewing possible changes to the management of facilities, including institution of a facilities review board. High priority maintenance or rehabilitation activities would be funded and remaining funds would be applied to a project from either the FY 2016 border or non-border project needs.

Space Management Costs – Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Facility Management	\$0	\$0	\$516	\$516

What Is The Request And What Will We Get For The Funds?

The funds requested total \$0.5 million in FY 2016, with \$0.5 million requested above FY 2015 Enacted Budget. These funds provide four essential federal staff, travel expenses and contractor support to manage a growing FMCSA field presence, who will be involved in space management, management analysis, and security reviews.

What Is This Program?

The funds requested improved management of FMCSA’s existing non-border and border facilities, including the additional 27 new or renovated border facilities planned through FY 2016. FMCSA currently lacks sufficient staff and correct expertise to manage the large number of projects planned, conduct required analysis and manage its facility portfolio within base resources.

Why Is This Particular Program Necessary?

Without proper staffing, we will be unable to properly oversee planned contracts, conduct necessary analysis and ensure that a substantial federal investment is properly managed. FMCSA would continue to be at risk of wasted rent payments and a public black eye over our stewardship of taxpayer resources.

How Do You Know The Program Works?

FMCSA will revamp its existing facility management model, one that has worked for its existing workload, putting in place new controls and reviews. However, there simply are not sufficient staff resources to manage the complexity or ancillary costs required to manage FMCSA’s existing facilities as well as border facilities across the Southwest.

Why Do We Want/Need To Fund The Program At The Requested Level?

Failure to provide adequate staffing would place FMCSA border renovations and construction at risk from lack of adequate planning and oversight. FMCSA is developing a capital budgeting program to address facilities issues as well as reviewing possible changes to the management of facilities, including institution of a facilities review board.

State Program Specialists to Manage FMCSA Grants, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
State Program Specialists	\$0	\$0	\$700	\$700

What Is The Request And What Will We Get For The Funds?

In FY 2016, FMCSA requests \$0.7 million for State Program Specialists to Manage FMCSA’s large grant portfolio. This is an increase of \$0.7 million and 5 FTE over the FY 2015 Enacted Budget.

What Is This Program?

In FY 2014, the FMCSA issued approximately \$313 million in safety grants to State and local governments for CMV safety activities, which represents more than 50 percent of the agency’s entire annual appropriated budget. With ten individual grants programs, each issuing grant funding every fiscal year, any one division office may have more than ten open grants at any one time, each of which requires proper monitoring, risk assessment, and oversight, per the new FMCSA Grants Management Manual. For instance, the State Program Specialist (SPS) must oversee all State and local grantee activities, ensuring continued certification of all staff conducting inspections, audits and reviews, and ensure that the grantee follows all required agency, departmental and Office of Management and Budget grants procedures and requirements, as well as reviewing vouchers for necessary, reasonable and eligible costs and production work. Yet in 3 of the agency’s 52 division offices (WY, DC and PR), the Division Administrator, in addition to supervising all of the division onsite and offsite staff must also serve as the de facto State Programs Specialist for that division’s grantees. Additionally, in the three largest States (Florida, California, and Texas), the volume and breadth of grants to State and local entities is so large that one SPS in each of these divisions is not nearly sufficient enough to provide adequate financial and programmatic oversight of the grants.

This request includes ten State Program Specialists positions for a total of 5 FTEs.

Generally speaking, grants programs within FMCSA are structured such that headquarters (i.e., the Offices of the Chief Financial Officer (CFO) and the respective Program Offices) have much of the responsibility during the pre-award phase (i.e., processing incoming applications, establishing and conducting business and technical reviews of applications, and then ranking applications for awards based on such reviews), whereas the Field (i.e., FMCSA’s 52 division offices and four service centers) has primary responsibility for grant oversight once the award has been executed with the State or local government. During the post-award period of the fiscal year, the Program Offices monitor grants at a higher, performance-metric, level for each grant program, reviews regulatory interpretation requests and considers updates/changes to program-level grant policy, while the Office of the CFO monitors the grant management standards and policies of existing grants, including coordinating amendments, closeouts, audits and all financial aspects of the grants and reconciliation with DOT reporting systems.

The additional funding and FTE requested in the FY 2016 budget are exclusively to complete filling out the ranks of Field-based State Program Specialists in the three remaining division offices where there is currently no SPS, and to enhance the understaffed division offices in the three largest states. And while Division Administrators will always ensure that FMCSA conducts mandatory oversight and monitoring of grants, offices without an SPS are unable to fully leverage the Agency's ability to ensure maximum efficiency and effectiveness of grant programs. Because of competing time demands, DAs in offices without an SPS are limited in their ability to engage in inspection monitoring at roadside, use an array of reports to look for opportunities to recommend improvements to State activities, or to explore innovative approaches to enforcement activities. A dedicated SPS ensures FMCSA can engage in these enhanced monitoring and grant improvement activities and provides a staff-to-staff liaison for the grantees. Finally, a dedicated SPS in each division office (and two in each of our largest states) allows the Agency to engage in more in-depth auditing of grant programs to detect and prevent waste, fraud, and abuse.

Why Is This Particular Program Necessary?

Failure to fill out the remaining FMCSA division offices with State Program Specialists results in potential grants management vulnerability, as a recent Office of Inspector General's audit report pointed out when addressing the agency's grants program-related shortcomings. Inadequate staffing of the FMCSA grants programs was one of the audit's significant findings, yet the agency currently has limited staffing resources, so must substitute other field staffing resources (i.e., safety investigators and/or enforcement specialists) if it is to fill out its State Program Specialists ranks. This difficult choice represents an unfortunate trade-off between conducting additional safety investigations (which effectiveness studies have clearly shown prevent CMV crashes) and providing proper financial and programmatic oversight of FMCSA's grants to ensure taxpayer-financed grant funds are being appropriately allocated to those activities having the highest safety benefits.

How Do You Know The Program Works?

Under its safety grants programs, FMCSA has roughly 12,000 State and local CMV enforcement officers and inspectors conducting more than 3.500 million roadside inspections annually, traffic enforcement, more than 7,000 compliance investigations and 30,000 new entrant safety audits each year. Through FMCSA's program effectiveness studies (in some cases evaluating the motor carriers' safety performance before and after the specific intervention); the agency knows these enforcement programs have been proven to save lives on the Nation's highways.

Why Do We Want/Need To Fund The Program At The Requested Level?

49 of 52 FMCSA Division offices currently have a State Program Specialist managing grants, but the remaining three represent a significant potential vulnerability for the agency because the Division Administrator, in addition to supervising all division staff, must also manage, in some cases, ten or more open grants with State and local government agencies. Such over extension creates potential vulnerabilities for FMCSA's grants programs, a point made by the agency's

external auditor during a recent program review. Additionally, similar vulnerabilities exist in the three largest states (FL, TX, and CA) where the volume of breadth of grants oversight work exceeds the capacity of one SPS to manage all of current grants.

Policy and Regulatory Development Program

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of Policy (MC-P)	\$13,518	\$13,206	\$16,616	\$3,410
Adjustments to Base 2/	\$0	\$0	\$1,241	\$1,241
Medical Review Team	\$0	\$2,000	\$4,169	\$2,169
Regulatory Support Attorneys 1/	\$0	\$0	\$311	\$311

1/ Attorney requests justified with the programs they support. Funds support Office of General Counsel.

2/ Includes \$1M transfer between the Office of Policy and the Office of Research and IT of \$1M.

The multiyear reauthorization proposal assumes that the Office of Policy and function titled Regulation Development would be combined, along with \$1.0 million in true program increase and \$0.2 million in inflationary cost adjustments. Combining these lines will provide operational flexibility to the Office of Policy while not negatively impacting on the breadth of activities the office funds. The two programs closely complement each other and will continue to do so with simplified reporting and accounting.

What is The Request And What Will We Get For The Funds?

For FY 2016, FMCSA requests **\$16.6** million in operating funds for its Policy and Regulatory Development Program which consists of the following five divisions:

Regulatory Development

The program serves as a focal point for development of rulemaking documents for the Agency that implement safety improvements with direction that is clear, simple, timely, fair, reasonable, and necessary. The rulemaking documents include the preambles and regulatory impact analyses concerning the estimates of the costs and safety benefits of the rulemakings. The program coordinates the review, revision, approval, and issuance of such documents within the agency.

Strategic Planning and Program Evaluation

Strategic Planning and Program Evaluation develops the Agency's strategic and performance plans and monitors activities and evaluates accomplishments against established plans, goals and objectives:

- Strategic Planning activities include the development, implementation, and periodic updating of FMCSA's Strategic Plan to include development and implementation of elements related to the Roadway Safety Plan. Also, the program facilitates the development and evaluation of performance measures.
- Data Analysis focuses on ensuring data quality and accountability, and analyzing data to determine program effectiveness. The Data Analysis and Program Effectiveness Program within this area supports DOT's Safety and Environmental Sustainability strategic goals by

providing the analytical support for FMCSA regulatory, program and policy development and implementation essential to effective decision-making.

- Program Evaluation is a wide ranging area that acts as liaison and coordination with external oversight organizations (i.e., the DOT Office of the Inspector General, GAO, and the National Transportation Safety Board), maintenance of an Audit Liaison Action Planning and Tracking System, and preparation of the Agency's Organizational Assessment at the end of each fiscal year for formal submission to the Office of the Secretary and the Office of Management and Budget.

Medical Programs

The FMCSA has jurisdiction over the medical qualifications of approximately 7 million CMV drivers operating in interstate commerce. The number of CMV drivers and the prevalence of medical conditions related to an aging population, such as cardiovascular disease and respiratory conditions, will have a detrimental effect on the safety and health of commercial drivers and highway safety overall. The FMCSA developed a strategy for creating a much-improved, comprehensive medical oversight program, including evaluation of the current medical certification process and successful implementation of key initiatives such as the National Registry of Certified Medical Examiners (National Registry).

Driver and Carrier Operations

These functions involve subject matter experts responsible for implementing driver qualifications standards (other than medical qualifications) including statutorily mandated rules concerning entry-level driver training, and drivers' hours of service. This division also has responsibility for subject matter expertise in reviewing requests for waivers, applications for exemptions from certain Federal Motor Carrier Safety Regulations (FMCSRs), and requests for pilot programs.

Vehicle and Roadside Operations

The division is responsible for providing subject matter expertise in developing policy and regulatory options concerning vehicle safety equipment and inspection, repair and maintenance standards for heavy trucks and buses. This work includes the review of petitions for rulemaking, requests for waivers, and applications for exemptions from the safety regulations.

What Does Policy and Regulatory Development Contribute?

Regulatory Development Support and Regulatory Impact Analyses

Regulatory Development Support and Regulatory Impact Analyses focuses on the review of crash data (fatalities, injuries, and property damage) and the estimated costs and safety benefits associated with regulatory options to reduce the incidence of crashes. The Agency is required by statute and Executive Order to consider the costs and benefits of its regulatory actions with the expectation that the regulations it issues would provide cost-effective solutions to safety challenges.

Federal Advisory Committees

The Medical Review Board (MRB) and the Motor Carrier Safety Advisory Committee (MCSAC) are the two advisory committees operating in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. App. Both committees provide important advice to the Agency on salient issues relating to motor carrier safety and medical fitness to operate in the motor carrier industry. In addition, the Secretary has approved the establishment of an Entry-Level Driver Training Advisory Committee to assist FMCSA in developing a rulemaking to implement the MAP-21 requirement on driver training.

Medical Review Board (MRB)

The MRB advises the Agency on developing evidence based rulemaking and guidance development through evidence reports. The advice provided by the MRB enables the Agency to establish sound rules and guidance for physical qualifications for driving commercial motor vehicles. The current funding request supports the FMCSA's mandate for the MRB to continue providing advice on medical issues, such as physical and mental qualifications, standards, and guidelines.

Motor Carrier Safety Advisory Committee (MCSAC)

MCSAC was established to provide FMCSA with advice and recommendations on motor carrier safety programs and monitor carrier safety regulations under the authority of the U.S. Department of Transportation (DOT), established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. App. 2.

The FMCSA's only representative stakeholder body, the MCSAC is comprised of 17 members representing the motor carrier industry, labor, safety advocates, and safety enforcement officials. The members are experts in their respective fields and are committed to motor carrier safety. They provide advice and recommendations about needs, objectives, plans, approaches, content, and accomplishments of the motor carrier safety programs carried out by the FMCSA and are charged with providing advice and recommendations on motor carrier safety regulations.

The MCSAC fulfills the requirements for MAP-21 as an advisory committee that will provide FMCSA with expert advice on motor carrier safety. The MCSAC advises the FMCSA Administrator on important tasks like fatigue management, distracted driving, electronic on-board recorders (EOBRs), safety technologies, and the Safety Fitness Determination rulemaking. Since its inception, the MCSAC's more than 20 reports have assisted the Agency in making informed decisions on issues of concern to motor carrier safety. The current funding request supports the FMCSA's need for the MCSAC to continue providing advice and recommendations on the requirements, objectives, plans, approaches, content, safety regulations, and accomplishments of the motor carrier safety programs carried out by the FMCSA.

Entry-Level Driver Training Advisory Committee

The Committee was established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. App. 2, as a discretionary advisory Committee under the authority of the U.S. Department of Transportation (DOT). The formation and use of the ELDTAC are determined to be in the public interest. The Committee is also established in accordance with the Negotiated Rulemaking Act, 5 U.S.C. § 561-570. The Committee will include

representatives of organizations or groups with interests that are affected significantly by the subject matter of the proposed regulations, as well as representatives of FMCSA.

The FMCSA anticipates that these parties will include driver organizations, CMV training organizations, motor carriers of property and passengers and their associations, State licensing agencies, State enforcement agencies, labor unions, safety advocacy groups, and insurance companies. The Agency has published a notice in the Federal Register providing notice to parties who seek to serve on the committee, and seeking comment on the proposal to establish the Committee and its proposed membership.

The Medical Programs cover each of the following:

- **Exemption Programs** - The FMCSA Medical Program promotes the safety of America's roadways through the promulgation and implementation of medical regulations, guidelines, and policies that ensure CMV drivers engaged in interstate commerce are physically qualified to do so. There are an estimated 40,000 medical practitioners who perform the medical certification examination for CMV drivers, every two years. There are an estimated 400,000 drivers who undergo the medical fitness-for-duty examination each month. The National Transportation Safety Board (NTSB) investigations have identified medical conditions as a factor in several significant CMV crashes resulting in multiple injuries and fatalities. Additionally, GAO investigations have highlighted the need for improved oversight of the medical certification process.
- **New Initiatives:**
 - **National Registry of Certified Medical Examiners** – The National Registry rulemaking was mandated by Congress. In FY 2013 FMCSA implemented the capability for medical examiners to register through the FMCSA's website. In FY 2015 FMCSA will continue to develop the functionality for medical examiners to transmit medical certificate information directly to FMCSA. The Agency would then transmit the medical certificate information for CDL holders to the State driver licensing agency.
 - **Information Technology** - IT related expenditures for the development of the National Registry Phase II systems capability are identified in the IT Development and Sustainment program. The execution and implementation aspects of the National Registry program are included within the Medical Program's budget with most of the developmental work for the National Registry being performed by the Department's John A Volpe National Transportation Systems Center.
 - **National Registry Medical Examiners Handbook, Test Updates** – In addition to the IT component of the National Registry program, the Agency anticipates extra work to complete the development of a medical examiners' handbook to assist healthcare professionals in understanding the Federal driver qualifications rules and to serve as a reference manual for examiners to review topics they may not encounter on a frequent basis. The Agency also anticipates significant efforts to continue to update the standardized test questions used for the National Registry examination.

- **Medical Evidence Reports – Expert Panels** – In support of the MRB, FMCSA funds the preparation of “evidence” reports. These evidence reports document the review of published research reports on specific medical topics and through a meta-analysis, identifies those studies the Agency should consider to have sufficient merit, based on the research methodology and sample size, etc., to support policy or regulatory decisions. The evidence reports are then reviewed by expert panels, a group of physicians specializing in the medical topic being considered and the panel would then provide a report with recommendations to the MRB. The MRB would then consider the evidence along with the expert panel reports and, after deliberation in a public meeting, offer recommendations to the Agency.

Why Is This Particular Program Necessary?

Policy and regulatory development provides the foundation for FMCSA’s compliance and enforcement operations. The three functions related to this program are regulatory development, driver programs (including driver training, qualifications, and medical certification), and program evaluation activities. These functions serve as key elements for achieving increased protection by establishing safety standards, improving operator fitness, and strengthening Agency programs through the analysis of program effectiveness.

Through regulations, FMCSA promotes improved safety and raises the safety bar for operating in the trucking and passenger carrier industries. The agency will provide a clear path for compliance and enforcement efforts, and establish the keystone of enhanced safety performance and outreach efforts. Regulations are the basis for FMCSA safety and commercial enforcement activities. FMCSA implements non-regulatory policy approaches such as regulatory guidance, waivers and exemptions, and educational materials to address unique commercial vehicle safety challenges. The agency responds to a large volume of public and governmental inquiries (by phone, e-mail, and controlled correspondence). The overall goal of these activities is to establish well-written, concise, and effective safety standards and regulatory guidance for the trucking and motorcoach industries. The agency supports this performance element with policy economic and legal analyses to ensure that regulations are focused on the most cost-effective solution to identified safety challenges and rulemaking documents are legally sufficient.

Anticipated FY 2015 Accomplishments

In FY 2015, FMCSA plans to complete rulemakings regarding Electronic Logging Devices (ELDs) – formally referred to as Electronic On-Board Recorders or EOBRs – and Hours of Service Supporting Documents which would establish new technical specifications for ELDs, mandate the use of the devices, specify minimum requirements for HOS supporting documents, and address protections against the use of ELDs to harass drivers; the establishment of a Controlled Substances and Alcohol Test Results Clearinghouse (Drug and Alcohol Clearinghouse) to ensure that all commercial driver’s license (CDL) holders who test positive for the use of controlled substances or the abuse of alcohol complete the required return-to-duty process before resuming any safety-sensitive functions; Bus Leasing to require that all for-hire entities responsible for leasing passenger carrying vehicles such as motor coaches maintain certain records that enable Federal and State enforcement personnel to readily identify the entity responsible for the safety of operation of the vehicle. FMCSA plans to complete rulemaking proposals concerning Safety Fitness

Determination (SFD) to establish a new process for determining whether a motor carrier should be rated unfit and to separate the safety fitness determination process from the on-site comprehensive compliance review process; and Entry-Level Driver Training (ELDT) to establish minimum standards for driver training schools and require that all CDL applicants complete formal training at such schools prior to receiving a CDL.

In the area of program evaluations, FMCSA will complete its evaluation of the agency's Motorcoach Safety Oversight program and the underlying statutory authorities; and complete a review of the Compliance Review Enforcement Intervention.

In the area of program evaluations, FMCSA will complete its evaluation of the Agency's Grant Award Process, Drug Interdiction Assistance Program, and Performance Registration Information System.

How Do You Know The Program Works?

Funding for the policy and regulatory development program supports contract services and other expenses related to the development of regulatory proposals and final rules, the processing of exemption applications concerning the Agency's vision, diabetes, seizure, and hearing standards, the establishment of a National Registry of Certified Medical Examiners, and operations of the MRB and the MCSA Committee, and program evaluations. The FMCSA's Medical Programs Division is responsible for administering the Agency's Vision and Diabetes Exemption Programs. During FY 2012, FY 2013 and FY 2014, FMCSA completed the following notable accomplishments under its Medical Oversight Program:

- Exemptions for CMV drivers who have had a seizure and are taking seizure medication but have been seizure free for 4 years while on the same type and dosage of medication;
- Exemptions, on a case by case basis, for deaf drivers;
- Development of a comprehensive, interactive National Registry program including testing, training, sample training documents, and information manuals for testing and training organizations, candidate handbooks; and
- Conducted extensive outreach programs to ensure geographically distributed certified medical examiners meet driver medical needs particularly in rural and underserved areas of the country.

Enrolled approximately 40,000 healthcare professionals on the National Registry of Certified Medical Examiners and these certified examiners completed more than 2.4 million examinations of drivers between May of 2014 and December 2014, with more than 67,000 drivers temporarily disqualified and more than 23,000 other drivers determined unqualified to operate commercial vehicles in interstate commerce.

The funds also cover the operation of the Agency's GUARD, a web-based regulatory information and guidance program to enable Federal and State enforcement officials to quickly access regulatory guidance and recent regulatory changes.

The current funding request will support FMCSA's ability to enhance its oversight of medical examiner activity, the drivers medical qualifications for driving, develop the medical certificate data transfer to the state driver's licensing agencies, minimizing fraud and ensuring that only physically qualified drivers are operating CMVs in interstate commerce. In FY 2015, FMCSA plans to accomplish the following with the requested funding level:

- Increase awareness and education on the need for physically qualified drivers, medical conditions and the potential impact on safe driving;
- Increase outreach and education to the driver and employer communities regarding new medical Federal requirements;
- Enhance the data transfer processes of medical examination results to State driver licensing agencies that will prevent fraud and assure medical compliance for commercial drivers;
- Continue the process of updating the driver physical qualification rules through sound evidence-based rulemaking utilizing evidence reports, Medical Expert Panels and Medical Review Board meetings;
- Enhance and maintain the National Registry of Certified Medical Examiners to ensure that only those medical professionals who are trained and tested can perform medical examinations on CMV drivers in interstate commerce. The FMCSA now has control, for the first time, over the medical examinations and is monitoring the medical examiners' performance to ensure it conforms to the Agency's regulations and guidance; and
- Strengthen the driver wellness initiatives to assist commercial drivers in developing and maintaining optimal health and thus increase their ability to maintain employment as a CMV driver.

Medical Programs – National Registry of Certified Medical Examiners, Increase Request

Program Activity (\$000)	FY 2014	FY 2015	FY2016	Difference
	Actual	Enacted	Pres Bud	from FY 2015
Medical Review Team	\$0	\$2,000	\$4,169	\$2,169

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

The request for a \$2.2 million increase in the Medical Programs to supports a comprehensive auditing program for the National Registry of Certified Medical Examiners (the National Registry). The National Registry provides minimum training and testing requirements for healthcare professionals that issue medical certificates for interstate truck and bus drivers. The program was mandated by SAFETEA-LU with the implementing regulations published on April 20, 2012. The compliance date was May 21, 2014. Currently, the agency spends approximately \$2.0 million per year for the National Registry Program, which includes all the activities necessary to launch the program.

What is this Program and why is it Necessary?

The National Registry Program is necessary to prevent physically impaired interstate drivers (e.g., drivers who do not meet FMCSA’s physical qualification standards under 49 CFR Part 391) from obtaining medical certificates to operate trucks and buses on the Nation’s highways.

Physically impaired interstate drivers are responsible for approximately 9,687 of the roughly 440,000 commercial motor vehicle crashes that occur annually. The agency estimates that this program may prevent up to one-fifth of these crashes annually, which would result in approximately 1,219 fewer crashes per year. The estimated annual benefit associated with avoiding these crashes is \$189 million per year, undiscounted.

Why Do We Want/Need To Fund The Program At The Requested Level?

The FY 2016 funding supports a comprehensive auditing program of the healthcare professionals on the National Registry. As of January 2015, there were approximately 40,000 healthcare professionals on the National Registry of Certified Medical Examiners and these certified examiners completed more than 2.4 million examinations of drivers between May of 2014 and December 2014, with more than 67,000 drivers temporarily disqualified and more than 23,000 other drivers determined unqualified to operate commercial vehicles in interstate commerce.

The comprehensive auditing program would provide the agency with the means of determining how well the program is working in terms of the medical examiners following the standards for issuing medical certificates. The agency would have a means of determining the extent to which examiners issue medical certificates to drivers who fail to meet the Federal standards. These instances would

prevent the agency from achieving its estimated safety benefits from the National Registry rule published in April 2012.

With regard to base funding, the Agency had planned approximately \$0.5 million for FY 2016 to support a very limited auditing program. This would include limited contractor support and heavy reliance upon headquarters staff in the Medical Programs Division. The agency believes that a limited auditing program may have been statistically adequate but would have fallen far short of Congressional expectations and the expectations of the National Transportation Safety Board. By contrast, a comprehensive auditing program covering a greater number and geographic distribution of medical examiners would instill Congressional confidence and provide additional assurance that the program is accomplishing the safety objectives.

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

Given that physically impaired interstate drivers are responsible for approximately 9,687 of the roughly 440,000 commercial motor vehicle crashes that occur annually, it is expected that this program would prevent up to one-fifth of these crashes annually, which would result in approximately 1,219 fewer crashes per year. The estimated annual benefit associated with avoiding these crashes is \$189 million per year, undiscounted. These full benefits are not realized until the program is fully phased in, which is several years after the establishment of the program. Nevertheless, at a 7% discount rate, the 10-year net benefits of this program are estimated at approximately \$784.1 million over 10 years. The auditing program that would be funded through this request would ensure that the benefits estimated for the rulemaking are realized.

Pricing Information:

The additional \$2.2 million would be used to fund contractor support for a National Registry Auditing Program to ensure that the approximately 40,000 medical examiners responsible for issuing medical certificates for interstate truck and bus drivers. The agency estimates these healthcare professionals issue approximately 2.6 million medical examinations each year, as estimated by the agency in its April 20, 2012, final rule concerning the National Registry program (77 FR 24101, 24132). The funds would be used for contractor staff with sufficient medical expertise and knowledge of the agency physical qualifications standards to randomly select medical examiners and the medical records they maintain, to determine the extent to which medical certificates are issued to drivers who do not meet the Federal standards.

Regulatory Attorneys, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Regulatory Affairs Attorneys 1/	\$0	\$0	\$311	\$311

1/ Funds support FMCSA's Office of Chief Counsel.

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

In FY 2016 FMCSA requests \$0.3 million and 1 FTE to expand support for the agency's regulatory efforts.

What is this Program and why is it Necessary?

The Office of Chief Counsel provides legal services on all motor carrier regulatory program issues, including the preparation, interpretation, and administration of regulations governing motor carrier safety, the transportation of hazardous materials, commercial drivers' licenses, minimum financial responsibility, and the Motor Carrier Safety Assistance Program. MC-CCR coordinates with the FMCSA Regulatory Ombudsman, Office of General Counsel, the Office of Management and Budget, and the Office of the Federal Register on regulatory, reporting and compliance matters. MC-CCR provides legal advice and legal sufficiency reviews in connection with the development of FMCSA regulations, guidance and interpretations. MC-CCR also reviews proposed regulations issued by other agencies and DOT modes affecting FMCSA and coordinates Agency comments.

MAP-21 mandates 29 rulemaking initiatives for FMCSA, each requiring full notice and comment proceedings. Over the next two years, FMCSA's high priority rules include:

- Safety Fitness Determination
- Electronic Logging Devices
- Drug & Alcohol Clearinghouse
- Entry Level Driver Training
- Bus Leasing
- National Registry of Certified Medical Examiners II
- Ensuring against Coercion, under 49 USC 31136(a)(5)
- New Entrant Testing
- Unified Registration System II

- MCSAP Rules Revision
- Employer Notification System
- Freight Forwarder and Broker Requirements
- Motorcoach Driver Hours of Service
- Annual Bus Inspections
- Impoundment

In 2011 FMCSA published 7 final rules, and in 2012, it published 11. In 2014 it published 11 final rules, 7 NPRMs and 2 direct final rule notices. Only 20 rulemaking publications can be accommodated with in base staffing, counting proposed and final rules. These production numbers obviously fall short of fulfilling the mandate Congress has given the Agency.

Attorney support is vital for the completion of these rules. FMCSA’s statutory framework and regulatory enforcement structure are complex, even opaque, and may also require innovative approaches to bring needed rules to fruition. And there are more than 50 other rulemaking actions that fall into the non-priority, “improvement” category, including rules on sleep apnea, prescription drugs and other medical issues, as well as consumer protection and other commercial regulations.

Moreover, FMCSA also recognizes that some of its rules need updating and even repeal. Yet even rule changes that lift regulatory burdens require notice and comment proceedings, and that requires legal support.

Why Do We Want/Need To Fund The Program At The Requested Level?

As legal sufficiency reviews of Agency rulemakings are generally an inherently governmental function, however, MC-CC also seeks two additional attorneys for the MC-CCR to support the rulemaking activities. Each additional attorney is expected to add approximately three rulemaking publications per year to the Agency’s legal review capacity for regulatory development.

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

FMCSA’s backlog of regulatory efforts impacts our safety programs, the economic efficiency of complying with motor carrier regulations (electronic logging). Delay in issuing these regulations will impact on the safety of the Americans and the cost of shipping in the U.S.

Office of the Administrator and Staff Offices

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of the Administrator (MC-A)	\$10,723	\$10,684	\$14,870	\$4,186
Motorcoach Related Attorneys 2/	\$0	\$0	\$608	\$608
Regulatory Support Attorneys 2/	\$0	\$0	\$311	\$311
Grants Support - Fiscal Law Attorneys 2/	\$0	\$0	\$385	\$385
Registration Attorneys 2/	\$0	\$0	\$311	\$311

1/ Authorization Setaside proposed to be eliminated in GROW America, through funding would continue at previous levels. Previously appropriated separately and is a Non-add.

2/ Attorney requests justified with the programs they support. Funds support Office of General Counsel.

The Office of the Administrator includes the immediate staff and functions associated with the Administrator, the Office of Chief Counsel, the Office of Civil Rights, and Office of Communications as well as oversight of the Office of the CFO.

Immediate Office of the Administrator

FMCSA requests **\$14.9 million** for the Office of the Administrator. The Office of the Administrator contains the key leadership positions within FMCSA, including the Administrator, Deputy Administrator, Chief Safety Officer, and support staff. The Administrator's Office provides overall agency direction and oversight. It represents FMCSA and promotes the agency's safety-first mission within the Department and, work with other Federal agencies, the legislative branch, all stakeholders, and our State and industry partners.

Office of Governmental Affairs

The Office of Governmental Affairs provides an important service by communicating the Agency's initiatives and programs to our stakeholders. The Office serves as the official liaison on Agency programs and policies to Congress, the Office of Management and Budget, State and local governments, commercial motor vehicle and safety stakeholders, and other interested parties. It is the focal point within the FMCSA for communicating the Agency's legislative and programmatic priorities, policies, rulemakings, or other initiatives to external stakeholders. The Office responds to requests for technical assistance from Congress, coordinates congressional hearings, transmits witness testimony on motor carrier related issues, and provides project status reports through meetings, conference calls, or official correspondence on a daily basis. Through these mechanisms and increased public engagement, the Office of Governmental Affairs continues to promote FMCSA programs in support of its safety-first mission to reduce crashes, injuries, and fatalities involving large trucks and buses.

Office of Civil Rights

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

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

It is essential that FMCSA's OCR and Office of Human Resources work collaboratively with the Departmental Office of Civil Rights (DOCR) and Office of Human Resources in order to develop a diverse, highly skilled and motivated workforce; conducts outreach activities to educational and professional institutions which contain a large pool of applicants from groups which have low participation rates at the FMCSA; and works with Agency leadership to reduce the number of complaints filed against the Agency by resolving complaints at the earliest stage possible. The OCR implements all statutory requirements and provides proactive training and education approaches to ensure a discrimination free, diverse and inclusive workplace. In FY 2015, the plans to hire an Equal Opportunity Specialist to conduct four Title VI compliance reviews and one Title VI investigation. OCR also plans to collaborate with the Office of Human Resources to conduct targeted recruitment activities to employee groups with low participation rates at FMCSA.

Office of Outreach and Education

FMCSA requests \$4.0 million for the Office of Outreach and Education. The Office communicates the Agency's safety-first culture through integrated marketing campaigns, online media, educational materials, exhibits, videos, websites, and publications. For the office to successfully develop, promote, and administer educational, outreach, and digital strategies and tactics to motor carriers, commercial motor vehicle (CMV) drivers and the public in order to increase compliance with safety regulations and to prevent CMV crashes within the United States, maintaining its historical \$4.0 million budget is important. However, this request implements a proposal which is part of the multiyear reauthorization bill to eliminate the statutory set-aside for this function. FMCSA will continue to support the program at this level and removing the set-aside allows the agency to better manage and leverage its funds.

During FY2016, this Office will work on strengthening its effective communication with the public and commercial motor vehicle safety stakeholders:

- Continue CMV Safety Belt Usage Improvement Program through expanded Partnership efforts, the “Be Ready. Be Buckled” national outreach campaign and deploy strategies and tactics around enforcement activities.
- Develop an outreach materials distribution strategy/partnership to ensure the delivery of FMCSA information at truck-stops nationwide.
- Roll-out National Occupant Protection Use Survey (NOPUS) findings concerning safety belt use among CMV drivers.
- Expand motorcoach safety education and outreach program to consumers and the industry.
- Conduct consumer moving fraud prevention outreach campaign around FMCSA’s enforcement efforts to protect the public from illegal activities and deceitful business practices by dishonest moving companies and brokers.

Office of Chief Counsel

The Office of the Chief Counsel (MC-CC) provides legal services direction concerning all aspects of the programs and functions relating to the motor carrier safety and hazardous materials regulations, prosecution and adjudication of violations, contracting activities, personnel and employment, civil rights, public access, ethics issues, legislation, congressional testimony, and the development and of rulemaking and guidance documents.

Legal support has been necessary throughout this period to ensure the agency’s programs were implemented effectively and pursuant to legal requirements. A few examples: In 2011, the General Law Division (MC-CCG) uncovered and voluntarily reporting Anti-Deficiency Act violations and then worked the GAO to document problems and implement process changes. Our Enforcement and Litigation Division has helped deploy new legal tools to combat unsafe curbside bus companies, placing a record number of unsafe motor carriers out of service as “imminent hazards” in 2012 and 2013, and to provide specialized training to all the Agency’s safety investigators. And since 2004 none of the Agency’s final orders imposing civil penalties have been reversed in Federal court.

Program Area	Requested FY 2016 Positions	\$ Req (\$000)	Ref. Pg.
Motorcoach Safety Initiative	2 Field Attorneys 1 Field Paralegal 1 HQ Enforcement Attorney 1 Adjudications Attorney 1 Adjudications Paralegal	\$608	71
Mission Support (GMO)	2 Grants/Fiscal Attorneys 1 Litigation Paralegal	\$385	120
Policy and Regulatory Development	2 Regs Attorneys	\$311	102
Registration	2 Registration Attorneys	\$311	141
TOTALS	10 Attorneys 3 Paralegals	\$1,304	N/A

Enforcement and Litigation Division (MC-CCE), 5 Attorneys, 2 Paralegals:

MC-CCE provides legal services on all motor carrier enforcement program issues and serves as the point-of-contact for enforcement and rulemaking litigation support involving the Agency or its officials. Multiple workforce analyses since the FMCSA Field attorneys were brought under HQ supervision in 2004 have determined that Field legal staffing is insufficient and have recommended ratios of 25 to 30 investigators to each Field enforcement attorney. There are currently 323 Safety Investigators, serviced by just 9 Field Attorneys, already a ratio of 36 to 1. Add to that the work of 43 Border Auditors and 153 Border Inspectors, and the current ratio exceeds 57 to 1. Workloads will increase from the new Safety Fitness Determination program, Patterns of Safety Violations rule, new HM emergency order authority, and the enhanced Motorcoach Safety Initiative, among others.

Motorcoach Safety Initiative

The Office of Field Operations has projected that an additional 80 Safety Investigators will be needed in FY 2015 for the Motorcoach Safety Initiative. Using a conservative 40:1 ratio, a minimum of two more Field Attorneys and one Field Paralegal are also needed.

Other Workload Increases

Within Headquarters, MC-CCE attorneys will see increased workload associated with the Registration Office. CCE attorneys have seen increases in legal reviews from systematic vetting of passenger carriers, household goods carriers, and re-applications by carriers with previously-revoked authority. MC-CCE attorneys in HQ will also have to assist on establishing procedures and implementing administrative reviews and appeals under the Medical Program, including the National Registry of Certified Medical Examiners, and of DataQs denials under new, unfunded Agency review procedures.

Adjudications Division (MC-CCA) 1 Attorney, 1 Paralegal:

MC-CCA provides legal services to the Assistant Administrator the decision maker in administrative reviews of civil penalties, safety ratings, operating authority registration denials and hazardous materials safety permit denials. The increased workload created by recent rulemakings has imposed stringent time constraints for action by MC-CCA. For example, on May 29, 2012, the Agency adopted a rule authorizing it to issue orders consolidating the records of motor carriers and/or to place them out of service. These “reincarnated” motor carriers cases are complex and fact intensive. In 2014 there were 21 appeals from record consolidation and out-of-service orders, a more than two-fold increase since the time of the rulemaking.

A new final rule authorizing the Agency to revoke the operating authority of motor carriers that employ officers who have engaged in a pattern of safety violations will present an additional increase in workload for MC-CCA.

Moreover, there has also recently been an increase in safety rating appeals. Without the additional attorneys, MC-CCA will not be able to handle the influx of a larger number of complex legal and factual issues. Furthermore, the new safety fitness rating methodology will increase the number of safety rating appeals by a multiple that is unknown at this time (although current estimates range from 3 times to 6 times). We also anticipate the number of informal hearings will increase during

FY16 as the regulated community understands and avails itself of a process that is more expedient than a formal APA type hearing.

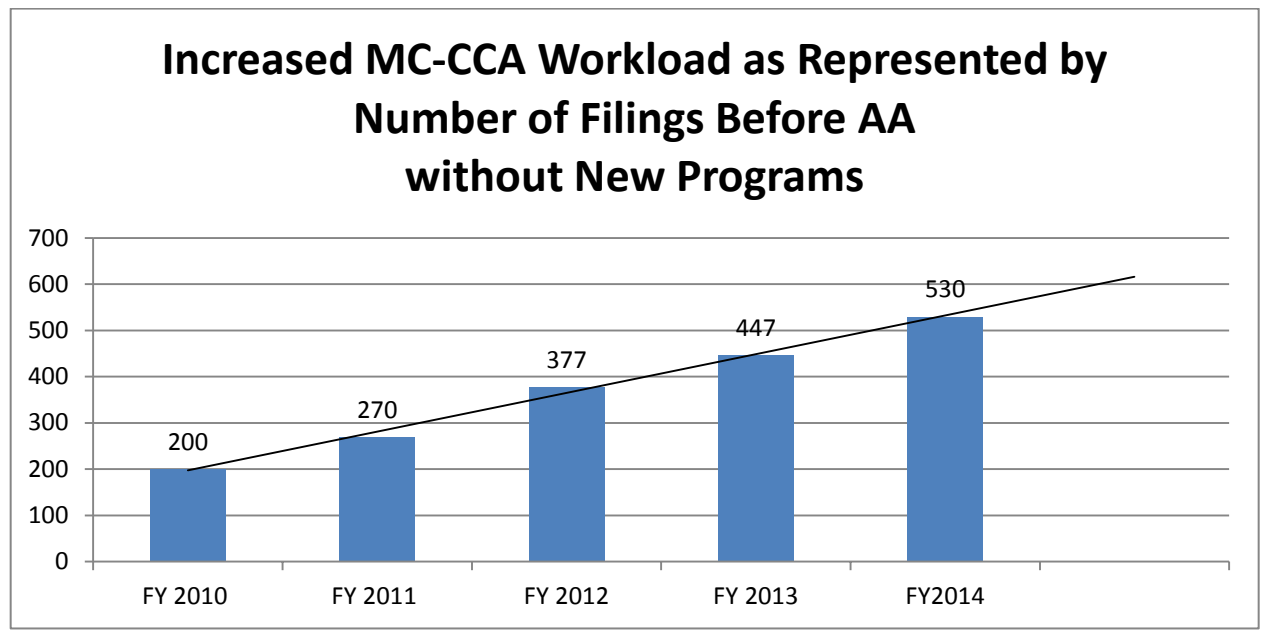
Impact of Motorcoach Safety Initiative

The Motorcoach Safety Initiative relies heavily on aggressive legal action. With the increased number of enforcement activities in this area and corresponding increase in administrative appeals, we require an additional attorney and paralegal to review, evaluate, and draft decisions for the Assistant Administrator in reviews on these matters, as well as civil penalty proceedings and appeals from imminent hazard orders and adverse safety ratings.

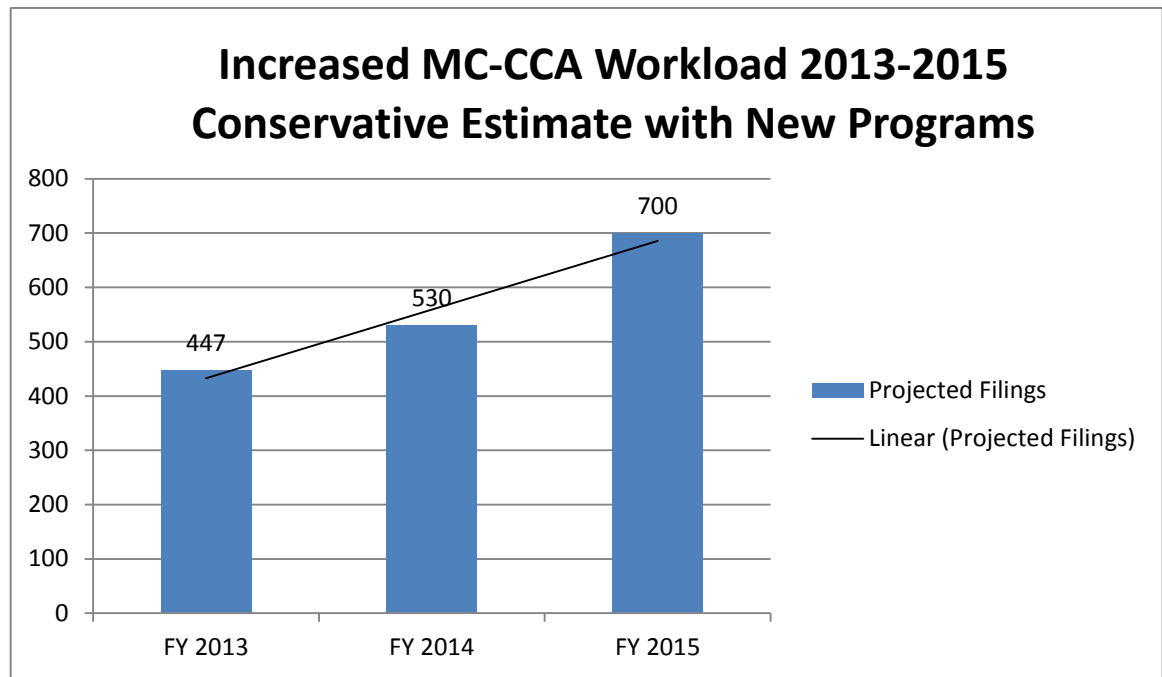
Additional FTE's Required to Manage Current and Future Workload

At the beginning of 2011, MC-CCA increased from 2 to 3 attorneys and these attorneys were occasionally supplemented with details from other MC-CC program areas on a temporary basis from 2011 through 2014. The additional adjudications attorney added in 2011 as well as temporary detail attorneys increased the number of decisions rendered by MC-CCA but these decisions could not keep pace with the increase level of enforcement activity and enforcement matters generated by FMCSA's enforcement program including the Motorcoach Safety Initiative.

The number of filings in enforcement proceedings has steadily increased since 2012 and is projected to continue on an upward trajectory. This projection does not include the increased enforcement activity projected to occur as a result of implementation of new programs such as the patterns of safety violation cases and the new responsibilities undertaken by the Assistant Administrator for registration activity.



Even the most conservative projections (three-fold for safety fitness determinations and two-fold for enforcement activities) resulting from implementation of new programs for CY 2013-2015 mean dramatic increases to MC-CCA workload in FY16.



General Law Division (MC-CCG), 2 Attorneys, 1 Paralegal:

MC-CCG provides legal support regarding budget, fiscal and financial management matters, contracts, grants, cooperative agreements, memoranda of understanding, Federal Tort Claims Act, intellectual property, personnel and employment, civil rights, FOIA, the Privacy Act, ethics and conflicts of interest issues.

The two additional attorneys in MC-CCG are necessary for the Agency to accomplish its safety mission, which includes awarding approximately 300 grants annually, authorized under 9 individual programs. The grant awards make up over 55% of the Agency's budget -- \$310 million in FY 2014.

One of these two attorneys is needed as a dedicated FTP to support the Grants Management Office. A second grants/fiscal law attorney is needed to assist with MAP-21 mandates with respect to CDL/Grant enforcement program. These Program offices have requested additional legal services in relation to these mandates.

An attorney solely for the grants management function would provide specialized legal expertise, continuity, and support on complex, more problematic issues that arise. Grant attorneys review documentation for every award, approximately 600-1,000 grant applications, amendments and related legal reviews annually, to ensure that awards comply with all legal requirements. These attorneys perform a vital fiscal oversight role, advising on cost eligibility questions raised by technical review panels, field personnel, and Motor Carrier Safety Assistance Program compatibility review findings.

The second attorney is necessary to provide additional legal support for the Agency's grant making activities and to address the backlog of MCSAP Compatibility Review findings and Corrective Action Plans (CAPs). Due to the high volume of reviews required, failure to receive funding for the attorney positions could result in delays in the grant concurrence process, which in turn will delay the award of grants. Given the large backlog, the Agency will also not be able to address Motor Carrier Safety Assistance Program Compatibility Report findings and State CAPs in a timely manner.

A litigation paralegal is also needed in MC-CCG to provide assistance in employment and Federal Tort Claims litigation. Such an individual would also assist in providing support for acquisitions and contract litigation and maintain current legal publications for the entire office.

Regulatory Affairs Division (MC-CCR), 2 Attorneys:

MC-CCR provides legal services on all motor carrier regulatory program issues, including the preparation, interpretation, and administration of regulations governing motor carrier safety, the transportation of hazardous materials, commercial drivers' licenses, minimum financial responsibility, and the Motor Carrier Safety Assistance Program.

MAP-21 mandates 29 rulemaking initiatives for FMCSA, each requiring full notice and comment proceedings. Over the next two years, FMCSA's high priority rules include:

- Safety Fitness Determination
- Electronic Logging Devices
- Drug & Alcohol Clearinghouse
- Entry Level Driver Training
- Bus Leasing

- National Registry of Certified Medical Examiners II
- Ensuring against Coercion, under 49 USC 31136(a)(5)

In 2011 FMCSA published 7 final rules, and in 2012, it published 11. In 2014 it published 11 final rules, 7 NPRMs and 2 direct final rule notices. Only 20 rulemaking publications can be accommodated with in base staffing, counting proposed and final rules.

Increased funding for the Office of Policy and Regulatory Development is therefore also requested under the Regulatory Program element above. As legal sufficiency reviews of Agency rulemakings are generally an inherently governmental function, however, MC-CC also seeks two additional attorneys for the MC-CCR to support the rulemaking activities. Each additional attorney is expected to add approximately three rulemaking publications per year to the Agency's legal review capacity for regulatory development.

Office of the Chief Financial Officer

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of the Chief Financial Officer (MC-B)	\$8,411	\$8,162	\$9,301	\$1,139
Adjustments to Base	\$0	\$0	\$151	\$151
Office of Internal Auditing	\$778	\$943	\$1,178	\$235
Budget Office	\$601	\$2,101	\$2,854	\$753
Grants Support - Fiscal Law Attorneys 1/	\$0	\$0	\$385	\$385

1/ Attorney requests justified with the programs they support. Funds support Office of General Counsel.

Office of the Chief Financial Officer (OCFO)

This office encompasses budget, finance, grant oversight and risk management functions for the Department of Transportation, Federal Motor Carrier Administration (FMCSA). The core activities for the OCFO are developing and maintaining proper internal controls related to budget, financial and grants reporting. This office ensures that sufficient internal controls are in place for proper stewardship of all financial resources. Activities planned during FY 2016 include: implementing improvements to the grant application process through an increased analysis by the GMO/Program/Field/Grantee staff of each process and procedure; continuing the roll out of the Resource Management Tool.

Budget Office

This office is the Agency's authority on appropriation and authorization policies, processes, programs and transactions with the support from the Administrator, CFO and Chief Counsel. The Budget Office prepares budget submissions, provides responses for Congressional and Departmental budget data requests, processes apportionments, formulates program office operating budgets, analyzes agency budget execution, evaluates and approves proper use of appropriated funding, non-appropriated funding and manages payroll activity. The Budget Office also provides standard operating procedures, guidance, and advanced budget tracking tools and methodology to the program offices to maximize agency resources and maintain real-time tracking of fund execution. The Budget Office is responsible for the development of the Resource Management Tool, a data discovery tool planned to provide for the integration of multiple types of data, dash boarding to all levels of FMCSA staff operations, and allowing analysts to design and implement new analytics, without costly/scarce IT staff involvement.

Finance Office

The Finance Office performs a host of financial management related activities, including, financial statement audit liaison, oversight of the Agency's travel card, management of the Agency's travel program and eTravel system, commitment, obligation and expenditure transactions as well as de-

obligation of outstanding undelivered orders. The Finance Office is also responsible for recording financial transactions, reconciling financial transactions (coordinated with the program offices) and reporting the financial status of the agency on a monthly, quarterly, and annual basis.

Grants Management Office

This program provides the administrative and financial management of the Agency's grants programs, as specified in MAP-21. The Grants Management Office is responsible for developing and implementing the FMCSA grant programs; soliciting applications; evaluating the technical aspects of the applications; recommending awards; executing awards; obligating and de-obligating funding; monitoring deliverables for timely completion; reviewing the grants for compliance with program requirements; meeting performance measures; requiring corrective action plans when deficiencies are identified; and establishing and monitoring internal controls to ensure, identify and promote best practices. Proper voucher tracking, funds reconciliation, and file management are also parts of the comprehensive grants management program.

Office of Internal Auditing

The Office of Internal Auditing (OIA) is a new office in within the OCFO. OIA is an independent, objective assurance and consulting activity that is guided by a philosophy of adding value to improve the operations of the FMCSA. Federal Management Financial Integrity Act of 1982 (FMFIA) assigns management responsibility for developing and maintaining effective internal control. The OIA provides assurance that significant weaknesses in the operation that could adversely affect the agency's ability to meet its objectives, would be detected, or prevented in a timely manner. Also, the OIA function assists management in the reduction of risk and mitigates the mismanagement of public funds. The OIA consist of 3 operational units Internal Audits, OMB A-123/FMFIA and Audit Liaison.

Office of Internal Auditing, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of Internal Auditing	\$778	\$943	\$1,178	\$235

What is this Program?

The Office of Internal Auditing (OIA) is a new program in Federal Motor Carrier Safety Administration (FMCSA) that is administratively located within the Office of the Chief Financial Officer. OIA is an independent and objective assurance and consulting activity that is guided by a philosophy of adding value to improve the operations of the Department of Transportation's Federal Motor Carriers Safety Administration (FMCSA). Federal Management Financial Integrity Act of 1982 (FMFIA) assigns management responsibility for developing and maintaining effective internal control. The OIA provides assurance that significant weaknesses in the operation that could adversely affect the agency's ability to meet its objectives, would be detected, or prevented in a timely manner. Also, the execution of the OIA function will assist management in the reduction of risk and mitigate the mismanagement of public funds. The OIA consist of three operational units: Internal Audits, OMB A-123/FMFIA, and Audit Liaison.

The Office of Internal Audit (OIA) was established in October 2012 after receipt and approval from the DOT Assistant Secretary for Budget and Programs, and Chief Financial Officer. After an internal review, FMCSA recruited the Chief Audit Executive in September 2013. The infrastructure of the audit charter and internal audit policy was developed and approved several months afterwards. The Office of Internal Audit is responsible for OMB Circular A-123 /A-127 compliance, internal audits, special investigations and the external audit liaison. Currently, FMCSA has contractors addressing OMB a-123/A-127 mandated requirements. However, it's the agency's goal to have OIA (federal employees) in place to not only address OMB mandates but provide a broader range of internal controls for FMCSA. The request in FY2016 would fund four additional auditors to assist in the Office's work, ensuring that the full sweep of agency operations can be reviewed. Where weaknesses are identified, the OIA will establish Corrective Action Plans (CAPs) to document the agency's efforts to address any identified issues.

The FY 2016 request supports the anticipated workload due the elimination of contracted services covering OMB A-123 and FMFIA annual requirements for the issuance of the statement of assurance; as well as the corrective action plans (CAPS) to be generated from detail audit examinations. Since FY 2008 FMCSA has paid approximately \$7.0 million for contracted services to comply with OMB A-123 annual compliance. Staffing the OIA will reduce cost, allow for multiple internal control roles and the retention of institutional knowledge. Additionally, the OIA internal staff will assist FMCSA in accomplishing its objectives by bringing a systematic and disciplined approach to evaluate and improve the effectiveness of the Agency's governance, risk management with internal controls.

Why is it Necessary?

The Administrator must annually account for the evaluation of controls and financial systems that protect the integrity of Federal programs. The Administrator must provide reasonable assurance that:

- Obligations and costs are in compliance with applicable laws and regulations;
- Assets are safeguarded against waste, loss, unauthorized use, or misappropriation;
- Revenues and expenditures are recorded properly; and
- Reliable financial statements and statistical reports.

In FY 2013 FMCSA was cited for several ADA violations related to the issuance of certain grants from FY 2005 through FY 2010 totaling \$25.5 million dollars. The OIA function is to assist management to achieve their goals to ensure proper discharge of managerial responsibilities. The OIA provides assurance that significant weaknesses in the operation that could adversely affect the agency's ability to meet its objectives, would be detected, or prevented in a timely manner.

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

The OIA will provide reasonable assurance that appropriated funds are spent as intended. It is designed to add value and improve the FMCSA's operations through managing risks that would likely occur through normal operations. OIA provides a level of assurance for the internal and external stake holders which extend a level of confidence to the American taxpayer. The OIA has already demonstrated its effectiveness/success to FMCSA by working with management to reduce contractual services costs from \$1,471,828 to \$590,547 annually, to reduce corrective action plans (CAPS) from 61 to 40 in FY 2014, and to receive a second consecutive unqualified opinion regarding OMB Circular A-123 requirements.

Office of Budget, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Budget Office	\$601	\$2,101	\$2,854	\$753

What is this Program and why is it Necessary?

This Office is the Agency's authority on appropriation and authorization policies, processes, programs and transactions with the support from the Administrator, CFO and Chief Counsel. The Budget Office prepares budget submissions, provides responses for Congressional and Departmental budget data requests, processes apportionments, provides funding to program offices, analyzes agency budget execution, evaluates and approves proper use of appropriated funding, non-appropriated funding and manages payroll activity. The Budget Office also provides standard operating procedures, guidance, and advanced budget tracking tools and methodology to the program offices to maximize Agency resources and maintain real-time tracking of fund execution.

The Budget Office is responsible for the development of the Resource Management Tool (RMT), a data discovery tool, which provides for the integration multiple types of data, dash boarding to all levels of FMCSA operations, and allows analysts to design and implement new analytics, without costly IT staff involvement. Data made available to management and staff will, in many cases, be available for the first time, allowing for a number of likely process or organizational efficiencies / improvements. Shifting to this IT tool will also empower the best analysts in FMCSA by removing the “toll” associated with customized reporting (IT specialist time/costs) and removes a layer of necessary translation, the explanation of agency business rules to IT specialists. Existing funds provide for an office with 4 professional staff, and the ongoing maintenance of the RMT’s costs.

During FY 2016, the Office of Budget will:

- Continue the roll out of the Resource Management Tool, providing a second phase of tools for agency staff, including dashboards of overall agency operations for FMCSA management, an application within the RMT for Field staff, which will provide access to budget, actual spending, HR data, grants, along with other information. Training will be provided to key agency staff in use of the system and new data sets made available.
- Two staff will be added to the office:
 - A Budget Analyst with an IT background will be hired to coordinate the development and maintenance of the RMT, a task beyond the IT skills of existing agency analysts. This position will coordinate the contract for the Resource Management Tool, manage training cycles for agency staff, oversee data operations ensuring the updating and integrity of financial data, consult with other analysts, and also handle portions of routine budget work. This is a wholly new capability and is not executable within existing staff resources, with existing staff already fully subscribed executing the full sweep of grants and operational budgeting for FMCSA’s \$600 million budget.

- A Management Analyst will be hired to review agency programs for budget effectiveness and efficiency, conducting such studies as directed by the FMCSA CFO. Examining effectiveness and efficiency and conducting special studies at the request of the agency CFO will be key tasks for this analyst. Additionally, developing new Key Performance Indicators with the new Tool will help support agency management's data driven decision making. Additional work will include critical documentation and process support: preparing workflows, SOPs and other key process documentation/improvement efforts. This position will also be cross trained in routine budgeting and support agency budgeting as well.

Why Do We Want/Need To Fund The Program At The Requested Level?

The Resource Management Tool is a title covering the implementation of a data discovery system within FMCSA. FMCSA is currently in the process of implementing this tool (planning which began in FY2014 as a follow on to our existing financial reporting software). FMCSA commissioned a contractor to review options for addressing our financial data needs and the vendor reported that data discovery technologies were the best value, offering huge flexibilities for essentially the same cost as a traditional static reporting tool. This technology means that this software being implemented is not a tool to see financial information, but a tool to make other tools. Also a critical feature is that this tool empowers users to modify its applications through an easy MS Office like interface which will increase the speed, complexity, and repeatability of agency analysis.

It will replace/provide the following functions (among other uses):

- Agency wide financial reporting.
- Fund level reconciliation for operating accounts.
- Bridging between transactional information and core Delphi financial reporting
- Bridging financial and programmatic data to produce real time performance metrics.
- Agency wide management dash boarding (otherwise being implemented in DOT via MS SharePoint through the Corporate Express application).
- Field Office financial monitoring.
- Ad hoc reporting and analysis tool.

Funds requested will cover ongoing costs for new licenses to expand the tool to most of FMCSA, cover access to new datasets (which will enhance prior applications of the tool as well), technical IT development support to assist in the most complicated applications, and an ongoing training component to ensure agency staff can utilize the tool themselves.

The tool has additional value because it can be used to complement the agency's existing programmatic data systems, should the agency choose to do so, and provide staff with a means to

dynamically analyze our program data with the same tool we use to track and analyze and report financial data.

Data discovery tools are used by a host of private companies, often where there are existing dashboards and business intelligence tools; because of the capabilities it provides their staff to dynamically analyze their business data. FMCSA will use this tool to increase both the depth and breadth of its organizational gaze to identify problems and inefficiencies more quickly.

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

The operations and contributions of the FMCSA budget office are transparent to the American people, providing support to critical agency operations and planning without visible impact. However, the request will enable the Budget Office to provide wider access to agency resource information and a quantum leap forward in the agency's ability to analyze its data. In an era of increasingly scarce resources, tradeoffs and choices need to be made. Failure to invest in the Budget Office would leave the FMCSA management acting in the dark, lacking crucial information to support decisions or simply without an understanding of the totality of their operations, leaving key problems undiscovered. These outcomes would be seen and felt by the public and FMCSA stakeholders.

Fiscal Law Attorneys, Including Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Grants Support - Fiscal Law Attorneys 1/	\$0	\$0	\$385	\$385

1/ Funds provided go to FMCSA's Chief Counsel office.

What is this Program and why is it Necessary?

FMCSA requests \$0.4 million to support FMCSA’s grant making activity with additional support in fiscal law within the Office of Chief Counsel. Assigned attorneys solely for the grants management function would provide specialized legal expertise, continuity, and support on complex, more problematic issues that arise. Grant attorneys review documentation for every award, approximately 600-1,000 grant applications, amendments and related legal reviews annually, to ensure that awards comply with all legal requirements.

Why Do We Want/Need To Fund The Program At The Requested Level?

For FY2016, FMCSA is requesting two attorneys and one paralegal to support grant making operations. These staff will augment FMCSA’s single fiscal law attorney, allowing for more in-depth and timely reviews of current grants workload, as well as more in-depth reviews of FMCSA’s legacy grant programs. The requested staff are crucial to ensuring FMCSA’s grant making operation is an example of excellence. Requested staff and associated costs support grant making operations but are located within the Office of the Chief Counsel.

The grants attorneys will perform a vital fiscal oversight role, advising on cost eligibility questions raised by technical review panels, field personnel, and Motor Carrier Safety Assistance Program compatibility review findings. They will work with States to come into compliance with the Federal Motor Carrier Safety Regulations in order to remain eligible for Motor Carrier Safety Assistance Program and CDL funding, and also review and supervise the legal responses to grant related congressional, GAO, OIG, DOT, State partner, and stakeholder inquiries.

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

Without the additional staff requested, FMCSA remains at risk of errors in grant making process. While the agency has come a long way from the problematic grant making decisions that lead to the various violations that occurred from FY 2005 and FY 2010. FMCSA is committed to excellence in its fiscal operations and these staff will help deliver that on behalf of the American Public.

Office of Administration

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of Administration (MC-A)	\$41,481	\$41,115	\$67,390	\$31,244
Adjustments to Base	\$0	\$0	\$7,742	\$7,742
Border Facilities 1/ 2/	\$0	\$0	\$15,904	\$15,904
Non-Border Facilities 1/ 2/ 3/	\$0	\$11,000	\$6,030	\$6,030
National Training Center 4/	\$2,544	\$2,441	\$3,493	\$1,052
Facility Management 1/	\$0	\$0	\$516	\$516

1/ Funds here are organized under MC-M, but directly support Field Operations and are reported here.

2/ \$13 million was made available for renovation and maintenance of border facilities in the FY2014 Omnibus Act. An additional setaside was provided in the FY2015 Omnibus, estimated to be \$2 million.

3/ FY 2015 amount is non-add.

4/ FY2014 and FY2015 base amounts are contracts only, no personnel included.

Office of Management Services and Information Services

The Office of Management Services and Information (OMS) program develops Agency-wide management support services, policies, and activities. These services include space management, facilities and equipment management, metered and express mail services, property management, fleet management, printing, transit benefits, and other administrative services.

OMS supports the government-wide environmental initiatives to reduce greenhouse gas emissions in buildings and complies with the President's Executive Order 13514 ensuring the agency's motor vehicle fleet use alternative fuels by 2015. The FMCSA executes the Freedom of Information Act (FOIA), Paperwork Reduction Act, and Privacy Act activities and maintains administrative directives for all Agency activities. These essential functions are supported centrally to leverage economies of scale, to monitor and control costs, and assure adherence to regulations and Agency policy and procedures. Further, Management Services implement many government-wide initiatives to improve transparency, sustainability, and ensure effective use of Federal resources to include:

- Occupational Safety and Health within the OMS provides agency-wide administration and management of the employee occupational safety and health program.
- Border Space Management program includes rental payments for all border truck and bus inspection locations, as well as feasibility studies, land acquisition, construction of new buildings and office spaces, bus passenger waiting areas renovations, inspection pits, canopies, furniture and all associated IT information technology (IT) and security enhancements.
- OMS responds to approximately 1,900 valid FOIA requests, which are processed in consultation with the Office of Chief Counsel and Office of Communications. FMCSA

receives the third highest number of requests, following the Federal Highway Administration (FHWA) and Federal Aviation Administration.

- Fleet Management program within OMS provides Agency-wide management of GSA leased vehicles. These vehicles facilitate the agency's mission of motor carrier safety by providing vehicles for use by Special Investigators throughout the 50 states and territories.

Office of Human Resources

The Office of Human Resources provides a full range of services to the FMCSA employees, including employee and labor relations, staffing and classification, executive resources, oversight of various human resources information technology systems, employee benefits, and strategic human capital planning. The FMCSA values its employees as its number one resource, and to ensure continuity in the mission related activities and minimize agency costs, the FMCSA is requesting funding for employee recruitment and retention initiatives. Maintaining an experienced workforce enables the Agency to effectively support its safety mission. The FMCSA's goal is to hire high quality employees, develop future leaders, and maintain a high performing workforce that is effective in accomplishing FMCSA's safety mission.

In FY 2015, this office will continue to improve the automated recruitment memo submission and approval process via SharePoint as well as continuing to the development and implementation of new procedures for updating the agency's competitive level coding. Develop new procedures for tracking FTE through new position allocation numbering process. In FY 2016, they will acquire automated solution for analyzing workforce trends and forecasting, Automate employee performance files routing and retention. Establish quality control team for HR correspondence and personnel transitions.

National Training Center

The FMCSA National Training Center (NTC) is a full service training organization, providing a wide range of development and delivery options to its customers, utilizing state of the art technologies, design methodologies and delivery options. The NTC is a unique organization in that over 90% of the 19,000 students trained annually, are not FMCSA employees. The NTC training development and delivery, includes travel, course maintenance and updates, new training aids developments, and instructor development and travel.

Impact If Not Funded

Failure to fund the National Training Center will result in many agency priority tasks being minimized. This delay will have persistent and long term negative impacts on internal capability and sustainability of critical training to our stakeholders (internal and external). Without this funding, efforts across NTC will be stalled and our planning process and program improvements will be delayed. Further, the agency will not have met a pressing need to train both Field and Headquarters personnel in such areas of commercial enforcement as brokering, freight forwarding, insurance, and licensing (operating authority). Lack of funding will lead to our current and future

leaders being at technically disadvantaged with their peers and our agency will have negative impacts on performance as a result.

FY 2015 Activities:

In FY 2015, the NTC will:

- Implement updated curriculum for Safety Academy, including pre-Academy and post-Academy on-the-job training;
- Implement the Updated Basic Safety Academy at a fixed academy location based on needs and site analysis planned in FY 2015;
- Expand FLETA Accreditation for other NTC Training;
- CSA software and ongoing Training;
- Grants Management Training;
- Expanded training to support Hours of Service rule and electronic on-board recorders;
- Roll-out of new Leadership curriculum to support FMCSA employee development;
- Competency Management System integration;
- Revision of the NAS program training courses;
- Expand Learning Management System giving all instructors and state POC access to better communication and class management across all MCSAP stakeholders;
- Implement the new FMCSA Employee Orientation/Indoctrination Class;
- Annual review of all NTC courses for updates and regulatory revisions; and
- Expected total students trained, estimated at 20,000.

Office of Acquisitions Management

The Office of Acquisitions Management (OAM) Program provides agency with support for contracting and procurement actions. Without this support, the FMCSA would not be able to procure the goods and services the program offices need to meet the Agency's mission. Acquisitions management includes pre-award and post-award support, contract management and administration, records retention of contract files, and contract closeout. This support includes management and oversight of contracting officer's professional development, warrants, certification and training, contracting officer's technical representatives, and management of the Purchase Card program. Acquisition support includes guidance to program offices on market research, independent government cost estimates, contract type, Statement of Work (SOW) development, and technical evaluations. OAM is also responsible for Inter and Intra Agency

Agreements within DOT and with other Federal agencies. OAM develops standard operating procedures for internal control over all types of acquisitions. OAM develops FMCSA policies and procedures related to all acquisition subjects and for purposes of internal control.

In FY 2015, the office will complete an Field Technical Support contract valued in excess of \$24 million, to provide information technology support to maintain operation of the FMCSA information technology infrastructure that supports the agency's field and border offices. In FY 2016, Award the re-compete of the Pre-Employment Screening Program (PSP) contract. This is the no-cost contract that was awarded in 2009. Implement a PRISM and DELPHI (DP2) automated interface, management of existing contracts valued in excess of \$350.0 million and continued re-certification of the FMCSA Acquisition workforce (i.e. COs, CORs, & PMs).

FY 2016 Request for Recruitment and Retention Funding

FMCSA currently has over 1,100 employees with a retention rate of 95 percent. HR is comprised of permanent and contractor staff who service both HQ and Field offices. Currently, HR has 14 permanent employees and eight (8) contractors who perform duties in the areas of staffing, classification, human capital initiatives, compensation, and benefits. The FY 14 cost for the employment of the contractors is roughly around 1.1 million dollars per year.

Recruitment efforts

In FY 14, FMCSA had a 5% attrition rate. In FY 15, FMCSA's HR will work with its hiring managers to increase its recruitment efforts for all mission-critical as well as support positions in order to attract a more diverse population. Recruitment efforts currently being utilized are the superior qualifications appointments and advanced leave accruals for both competitive and excepted service positions. However, these efforts are not enough to compete with the private sector and other Federal agencies. FMCSA intends to expand the recruitment efforts to include attendance at various recruitment fairs and participation in career days at various colleges and Universities. These efforts will allow FMCSA to attract individuals from targeted audiences in order to increase rates in any underrepresented groups in the mission-critical and support positions within FMCSA. Additionally, FMCSA will offer recruitment bonuses, relocation incentives, and work-life flexibilities to attract individuals from all segments of society. The expansion of these recruitment efforts will cost FMCSA millions of dollars over the next few years. FMCSA would like to use the funds to be competitive with the private sector companies as well as independent Federal agencies which offer salaries and bonus packages well beyond what FMCSA can offer.

Cont'd on next page

FY 2016 Request for Recruitment and Retention Funding – Cont'd

Retention efforts

In FY 14, FMCSA had a 95% retention rate. While FMCSA's retention rate is very high, efforts to maintain the retention of quality employees must be maintained. FMCSA currently utilizes a variety of workforce flexibilities such as telework, alternative work schedules, employee assistance, health and wellness programs, etc. to maintain a quality workforce. In FY 15, FMCSA will expand its retention efforts to include retention bonuses, student loan repayments, work life flexibilities such as dependent care programs, flexible work schedules, leadership programs, mentoring programs, cross training, child care subsidies, etc. Funding for the expansion of these retention efforts is needed to ensure that FMCSA is able to retain its quality employees.

In conclusion, FMCSA's current recruitment and retention efforts need to be revamped in order for FMCSA to remain competitive. Funding to support the expansion of these efforts is needed for the next few year to ensure that the Agency's mission to be the employer of choice by having an Agency that can recruit, motivate, develop and retain a diverse workforce that is committed to excellence and dedicated to saving lives.

National Training Center, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
National Training Center	\$2,500	\$2,500	\$3,552	\$1,052

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

The National Training Center's (NTC) staffing level has remained consistent at the FY 2008 levels while continuing substantial growth in training programs and delivery. Over the last several years the NTC has undergone a major transformation to improve the efficiency and the effectiveness of the training center. While operating on a relatively flat budget, the NTC has increased the number of instructor led courses by over 10%. Student course participation increased over 40% through the use of technology. And a continued growth of approximately 10% above our annual budget is spent annually on agency priority special projects. Additional FTE would increase the amount of students that could be trained by both instructor led and webinar based courses.

NTC requests 8 new positions for FY 2016 as well as the ability to fill a position currently held by a long term detailed employee. NTC believes this modest request will allow the training center to better meet the needs of stakeholders. These additional positions will assist in supporting the agency safety mission and reduce the number of contractor positions required for NTC to function efficiently while increasing sustainability and reliability for mission critical functions. In particular, 3 of these positions would be converted from Contractor positions to federal positions resulting in a savings to the Government of \$41,129 annually.

NTC requests an additional \$0.5 million for training development and delivery, course maintenance and updates and new training development. Increases in training delivered have been achieved while at the same time making significant gains in the quality of the training through the development of a full-service curriculum management division. With a focus on high quality curriculum development and management, the NTC has undertaken an ambitious plan to achieve accreditation for core training areas. A core effort in this initiative has been the development of comprehensive instructor development and certification testing programs. The Drug and Criminal Interdiction Program achieved a successful accreditation review for the Commercial Motor Vehicle Criminal Interdiction (CMVCI) course in March 2011 through the Federal Law Enforcement Accreditation (FLETA) and received full program accreditation in July, 2011 and re-accreditation in summer 2014.

Why Do We Want/Need To Fund The Program At The Requested Level?

The request for an additional \$0.5 million will help to fund several major projects that NTC has had to put on hold repeatedly for several years. This funding will allow for additional contractor support and travels funding, both of which are required to successful design, develop and deploy any training. Some of these projects include:

- A major effort is underway to re-develop the curriculum for the Academy to maximize the effectiveness of this backbone to the agency.
- Investigative Techniques- NTC recently began a major effort to provide investigative techniques training to MCSAP stakeholders to bring all investigations to a state of uniformity.
- New Entrant Safety Audit Workshop- A project recently began to develop a New Entrant workshop for MCSAP partners in an effort to train more enforcement members to conduct safety audits.
- Hazardous materials training course - The redevelopment of all HM training began this fiscal year. A team of experts from FMCSA and MCSAP partners has been working on updating the programs to bring them up to current instructional standards and in compliance with regulation and policy.
- Instructor Development Course- After nearly four years without an instructor development program NTC is nearing the final stages of development of this program. A pilot of this new material is scheduled for early June. Full roll-out of this new course is expected October 1, 2015.

Additional funds will support 8 additional personnel.

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

NTC provides training in every aspect of commercial vehicle safety to FMCSA employees as well as our federal, state and local commercial vehicle safety partners. NTC is able to provide safety training to thousands of inspectors and law enforcement annually through partnerships with State law enforcement agencies leading to safer roadways for all. Approximately 470 instructor-led Safety classes are provided annually to over 8,200 Federal, State and local law enforcement officers as well as over 9,600 participants by way of webinars.

In FY 2014, 469 training sessions were provided reaching 8,272 commercial vehicle safety personnel. Of these, 6,931 or 84% were state and local partners. This training can be directly related to the number of CMV inspections conducted (3,491,423 for FY 2013) which directly relates to FMCSA's mission of reducing the number and severity of commercial vehicle crashes. Removing unsafe vehicles and drivers from the roadways greatly reduces the risk of CMV involved crashes. The Federal Academy is a high-profile training program for new Safety Investigators and Border Inspectors who conduct investigations, safety audits, and inspections. For FY 2014 NTC ran one Safety Investigator schools with 21 graduates and one Border Inspector academy with five graduates.

Over 8,000 Federal, State and local Law enforcement participate in NTC's Commercial Motor Vehicle Criminal Interdiction Training annually which improves the safety of roadways by removing unsafe drivers and traffickers of illegal drugs, weapons currency and other contraband across North America.

FTE Breakdown:

- Return of 1 FTE to fill NTC staff member on long term detail;
- 2 Instructors for Federal Academy;
- 1 Instructional System Designer;
- 3 Course Specialists;
- 1 Program Manager; and
- 1 Accreditation Manager.

Office of Research and Information Technology

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Office of Research and Information Technology (MC-R)	\$24,345	\$23,785	\$32,829	\$9,044
Adjustments to Base 1/ IT Staffing Increase	\$0	\$0	-\$569	-\$569
Registration 3/ 4/ Statistics	\$0	\$0	\$4,206	\$4,206
Information Management 2/ R&T 2/	\$455	\$455	\$4,893	\$3,891
	\$33,785	\$34,545	\$42,558	\$8,013
	\$3,993	\$9,000	\$9,735	\$735

1/ Includes \$1M transfer between the Office of Research and IT and the Office of Policy of \$1M.

2/ Funds requested are not within GOE, but are under MC-R.

3/ FMCSA has an offsetting collection which supports Registration activities, not reported here.

4/ Attorney requests justified with the programs they support. Funds support Office of General Counsel.

FMCSA's Office of Research and Information Technology coordinates research and development to improve the safety of motor carrier operations and commercial motor vehicles and drivers. In FY 2016, \$3.9 million is requested for Statistical Data Analysis, \$4.2 million for Registration and Safety, and \$1.8 million for additional staffing for 25 new positions for IT support staff for total increases of \$9.0 million.

Statistics and Analysis

Originally funded within the Information Management activity, the Statistics and Analysis function was transferred to GOE in the FY 2014 Budget, however no authority was requested, requiring a 3.5% reduction across the board to non-personnel spending in GOE and/or a significant reduction in statistics activities.

This program collects and analyzes data on roadway crashes, commercial drivers, and the operations and safety performance of motor carriers. The program serves as an agency-wide resource providing USDOT policy makers, Congress, industry, and the research community with timely and relevant statistical information. The agency collects and analyzes data on the Nation's more than 500,000 interstate and intrastate hazardous materials motor carriers, their 4.5 million commercial vehicle drivers, and the 130,000 reportable crashes occurring each year. An on-line interactive repository of commercial motor vehicle safety data is available at <http://ai.fmcsa.dot.gov/>.

Funds will also be used to undertake the establishment of an enterprise master and data reference project to standardize the statistical sources across the agency. In FY 2015 the Program will:

- Develop new performance metrics to assess the completeness, timeliness, accuracy, and consistency of State-reported crash and roadside inspection data to FMCSA, and incorporate as part of the State Safety Data Quality program.
- Conduct a comprehensive analysis of motor carrier registration data to identify missing, incorrect, and potentially fraudulent entries, and design testing and error-checking methodologies to detect and prevent future invalid entries.
- Conduct analyses of State data reporting processes and performance to identify problem areas and provide technical assistance, training, and guidance to effect improvements.
- Analyze requests for data review submitted by motor carriers, drivers, and others through the DataQs process to assess problem areas in inspection and crash data reporting and identify system changes, training needs, and other interventions to reduce the error rate in FMCSA safety data.
- Develop a series of data dashboards, customized to FMCSA program office and field operations requirements, to make more effective and efficient use of FMCSA and other highway safety-related data by putting information directly into the hands of the users through the implementation of business intelligence tools.
- Conduct analyses of emerging safety issues in areas such as motorcoach operations, commercial motor vehicle driver performance, vehicle maintenance issues, etc.

Registration and Safety Information Program

FMCSA carrier licensing, insurance, and related customer service responsibilities were consolidated in FY 2012 (on July 16, 2012) into a new FMCSA program office --the Office of Registration and Safety Information (a component of the FMCSA Office of Research and Information Technology). The reorganization and program consolidation was needed to meet rapidly increasing challenges and demands for better coordination of carrier licensing practices, improved vetting of applications submitted by motor carriers requesting operating authority, ensuring evidence of carriers' financial status meet statutory requirements, improved customer service and increased responsiveness to stakeholders. This organizational change strengthened FMCSA's commitment to: raise the bar to enter the motor carrier industry; maintain high safety standards to remain in the industry; and remove high-risk carriers, drivers, and service providers from operation.

The Registration and Safety Information Program uses registration, insurance and safety data to implement regulations and programs that support improved safety in motor carrier operations across all entities engaged in the industry including motor carriers, drivers, vehicles, brokers, service providers. The program collects safety information and maintains safety information systems to direct and support targeted actions on higher risk carriers in enforcing the safety regulations; promulgate educational messages to carriers, commercial drivers, other regulated entities, stakeholders and the public; partner with stakeholders including Federal, State, and local enforcement agencies, the motor carrier industry, safety groups, and organized labor on efforts to improve driver, vehicle and motor carrier safety to reduce bus and truck-related crashes; conduct

research and analyses needed to support its programs and policies; and supply driver safety data to prospective employers.

The Registration and Safety Information Program operations are funded through statutory customer-based licensing and insurance fee revenues, typically ranging from \$15.0 million to \$16.0 million annually. Licensing and insurance fees include: application fees for operating authority; applications fees for mergers, transfers or leases of operating rights of motor passenger and property carriers, property brokers and household goods freight forwarders; special property transportation authorities (e.g., transporting explosives); self-insurer fees; and operating authority reinstatement fees.

International Inspections Go Mobile

In an effort to use new technologies to target high-risk operators and make efficient use of inspection resources, FMCSA began testing a new electronic screening technology at international land border ports in FY 2014. Field staff at border ports in El Paso, Texas, and Nogales, Arizona, is currently testing tablet devices to view and transmit carrier and driver data wirelessly in order to make more informed safety screening decisions. The tablets allow inspectors to quickly identify and pre-screen which vehicles to inspect, store and transfer other screening data, and signal the driver of the pull-in decision.

If this new technology proves successful, the seamless transmission of information will allow inspectors to better target which trucks need to be inspected and reduce the time required to complete inspections. Properly implemented, electronic screening could result in improved traffic flow, increased highway safety, and reduced operating costs at inspection stations.

Another advantage is the positive effects the new system has on the carriers. Knowing ahead of time which carriers need to be inspected cuts down on inspection time—meaning carriers can save time and continue on their routes more quickly. Electronically screening the carriers also provides more concise data monitoring and reporting on those entering the United States.

Information Technology Workforce Needs, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
IT Staffing Increase	\$0	\$0	\$1,827	\$1,827

What Do I Need To Know Before Reading This Justification?

For FY 2016 the Office of Research and Information Technology, Office of Information Technology (OIT) is requesting an increase in staff of 12.5 FTE from the FY 2015 Enacted Budget, a total of \$1.7 million. The requested FTPs will allow FMCSA to not only sustain the current infrastructure and systems, but grow and transform the business by deploying new mission critical systems. These new resources will allow OIT to expand current functions to set project management standards and provide guidance to IT project managers; provide scalable, cost efficient and rapidly deployable computing capabilities; implement more rigorous IT privacy and security policies and procedures; ensure ongoing compliance associated with maintaining FMCSA web pages; inject added project management discipline into the system development lifecycle; and execute a long-term performance management framework. The existing FTP level will only allow FMCSA to maintain the current infrastructure, with very limited ability to improve operations.

The OIT operates in a highly complex environment with diverse customers, expanding IT business needs and substantial compliance requirements. The IT systems that OIT develops, implements and maintains, along with the infrastructure it manages and operates, serve as a key enabler behind FMCSA achieving its mission of reducing crashes and saving lives. As such, OIT must build a team around the four (4) key safety mission process areas — Registration, Inspection, Compliance, and Enforcement (“R-I-C-E”) plus Mission Support and Infrastructure — to address both immediate and future needs.

OIT will adopt and implement a Product Development Team concept that establishes cross-functional teams that align to each investment portfolio (i.e. RICE) that will drive the following benefits and be responsible for delivering, enhancing and maintaining these benefits in each of the RICE areas:

Registration Product Development Team

Ensures delivery of benefits to FMCSA’s public and business stakeholders by decreasing the number of systems required to process applications and issue USDOT Numbers and Operating Authority; decreasing the cycle time required for applicants to complete and submit applications; enhance the ability to accurately screen carriers; and support the President’s Digital Government Building a 21st Century Platform to Better Serve the American People initiative.

Inspection Product Development Team

Ensure Federal and State inspectors have the most current, accurate and complete data necessary for use with the Safety Measurement System (SMS) to inform better data driven decisions; ensure proper selection of high-risk carriers for roadside inspections; and improve inspectors and the commercial trucking industry experience by minimizing unnecessary roadside inspections of safe carriers.

Compliance Product Development Team

Ensure that internal and external stakeholders have enhanced prioritization algorithms to more effectively target carriers for interventions resulting in a higher percentage of enforcement actions per intervention; better access to tools and data to increase percentage of new entrant safety audits completed on time; provide access to medical fitness results and drug and alcohol test results of Commercial Drivers.

Enforcement Product Development Team

Ensure Federal, State and industry stakeholders have a more comprehensive, effective and efficient enforcement business process; make relative safety performance data available to the public; allow industry to self-examine safety performance and be proactive in addressing safety performance issues; reduce the amount of time needed to manage multiple enforcement caseloads, improve data collection and analysis tools; and expand enforcement oversight capabilities.

OIT continually balances expanding requirements and competing business priorities to maximize the value of its investments. Historical resource levels have required OIT to perpetually operate in a reactive manner, largely focusing on the highest priority near-term needs of its customers. OIT's resource level has remained stagnant since FY 2011 despite increasing demand for IT services, growing and evolving business needs, new Agency policies and rulemaking and regulatory mandates, and aging legacy systems. To date OIT has made every effort to support FMCSA's IT needs and meet all rulemaking and regulatory requirements, despite the resource limitations. However, emerging and advanced technologies are of little value without a sufficient number of skilled professionals that can understand, plan, execute and manage the full suite of IT solutions that are required by the business.

The functions of OIT's 37 current positions include providing management-level IT oversight and direction, managing and maintaining 24/7 infrastructure and application availability, tracking and refreshing IT assets, ensuring cybersecurity and privacy of data for all users and systems, providing Capital Planning and Investment Control (CPIC), Enterprise Architecture (EA) and governance support, providing project and portfolio management support across all IT investments, managing and overseeing continual development and deployment of 30+ existing (web-based and desktop client) and new projects to provide stakeholders with the tools necessary to carry out FMCSA's safety mission, maintaining and enhancing legacy systems, soliciting and solidifying business requirements and performing and overseeing user acceptance and prototype testing.

FMCSA's safety mission demands a proactive and forward-focused IT strategy, coupled with stable execution of ongoing operations. While the current aging IT infrastructure has allowed FMCSA to meet the most essential needs of its users, the size of the workforce has not allowed OIT to keep pace with the continually evolving and expanding program requirements and legislative mandates such as Federal Information Security Management Act (FISMA), Government Performance and Results Act (GPRA), Moving Ahead for Progress in the 21st Century (MAP-21) and Grow America.

As FMCSA continues to mature and evolve its Service-Oriented Architecture (SOA) environment, the need for additional resources still exists. The completion of SOA and the remaining migration, along with keeping pace with new rules, requires new resources in order to meet system release and retirement dates. FMCSA currently has nine (9) web services and 33 planned for FY 2015, with significant continued growth expected beyond FY 2015.

What Is The Request And What Will We Get For The Funds?

In addition to requesting an increase in staff of 25 positions from the FY 2015 Enacted Budget, FMCSA is also focusing on retraining its current workforce in order to fully realize the benefits of SOA. However, SOA does not equate to the need for reduced staffing levels. Return on investment will be realized in terms of results related to the FMCSA's business units as they fulfill their safety mission. SOA requires additional resources with the appropriate technical skills, business knowledge and leadership to manage and oversee the architecture along with its development and maintenance activities. In addition, they must effectively manage the migration from the existing architecture and legacy systems to a SOA, while balancing future requirements generated by new rules and evolving business needs. Regardless of the implementation architecture used, additional resources are needed to achieve and complete current workload and future planned activities. Figure 1 displays the current staffing levels across functional areas, with requested positions through FY 2016.

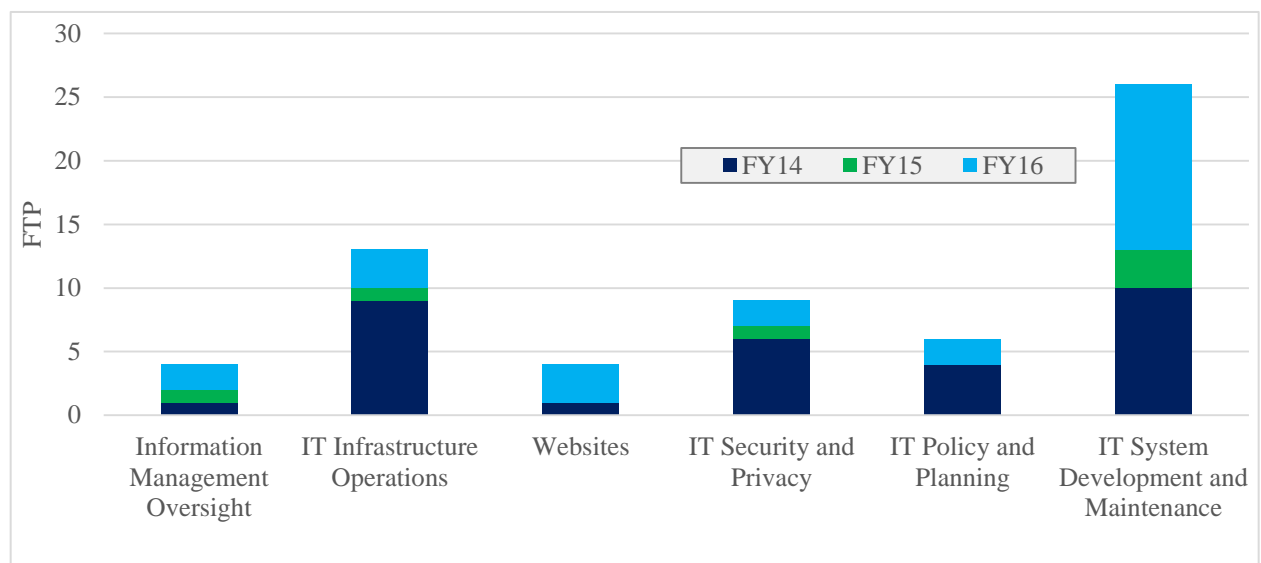


Figure 1 - Requested staff increases across FMCSA's functional areas

The most sizeable increase depicted in Figure 1 across functions is within IT System Development and Maintenance. These Product Development Teams defined above are responsible for integrating activities within and across the portfolio, interfacing with business and program stakeholders, delivering high quality IT products and services, and ensuring compliance with continually evolving and expanding program requirements and legislative mandates such as Federal Information Security Management Act (FISMA), Government Performance and Results Act (GPRA), Moving Ahead for Progress in the 21st Century (MAP-21) and Grow America. This upfront investment will yield substantial future cost avoidance by supporting the delivery of IT systems on-time and within budget.

What is the Impact of Not Receiving the Requested Staff?

FMCSA's IT requirements are driven by both business needs (e.g., roadside inspector's need for a more efficient inspection system) and legislative requirements (i.e., MAP-21, Grow America, etc.).

Legislative actions and other external events often have a dramatic impact on FMCSA’s IT priorities and place increasing demands on OIT’s system development resources. Resource limitations often require OIT to reprioritize IT investments based on legislative requirements, causing further backlog and delays to critical IT development projects. MAP-21 alone included 21 requirements; 29 new rulemakings, 34 program changes, and 15 reports; many of which have direct IT implications that will be ongoing in FY16 and beyond. This trend is expected to continue and as such, without the requested FTPs, OIT will be unable to meet the business expectations of its customers and system users, which include roadside inspectors and enforcement officers, dramatically affecting the traveling public.

In addition to new system development, FMCSA must continue to address open change requests on an ongoing basis. FMCSA’s existing systems currently have a backlog of 1,078 open modification requests. While OIT addresses system change requests to the maximum extent possible given resource and funding constraints, business and mission needs will continue to evolve, continuously generating new change requests. This effort absorbs a significant portion of FMCSA’s system development budget as well. FMCSA’s first priority will be to ensure existing systems are sustained, however, without the requested FTPs; OIT must prioritize our limited system development capacity in FY16 towards meeting MAP-21 requirements, such as the development of National Registry II (NRCME II) and Drug & Alcohol Clearinghouse (D&ADB), and the completion of the Unified Registration System (URS). The table below highlights the anticipated impacts should OIT not receive the requested positions.

IT Impact	Impact on FMCSA Mission		
<p>Data management architecture will not be developed and implemented</p>	<p>Raising Bar to Entry</p>	<p>Maintain High Safety Stde</p>	<p>Remove High Risk Carriers</p>
	<p>FMCSA will not have the capacity to effectively plan, manage, implement and operate effective data management architecture. FMCSA operates in an extremely data rich environment in which stakeholders, including the public, seek access to vast amounts of data and information. For example, the availability and accuracy of data plays an important role in detecting chameleon carriers. The criticality and sensitivity of the wealth of information creates a myriad of data management needs and challenges that must be addressed to support FMCSA’s business mission and objectives. FMCSA will not be able to begin implementing a data management architecture that is capable of handling the continual increase in information while maximizing its accessibility and usefulness. This would stagnate the overall quality of data, preventing better access to critical data and precluding FMCSA from realizing improved business intelligence and analytics capability. All of which have a direct impact on FMCSA’s ability to meet its safety mission of saving lives and reducing injuries caused by preventable accidents on our roadways.</p>		

IT Impact	Impact on FMCSA Mission
<p>URS 2.0 will be delayed and legacy registration systems will not be retired in FY 2016 as planned</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 10px; background-color: #4a86e8; color: white; padding: 5px; text-align: center;"> Raising Bar to Entry </div> <div style="border: 1px solid black; border-radius: 10px; background-color: #d9534f; color: white; padding: 5px; text-align: center;"> Remove High Risk Carriers </div> </div> <p>NTSB and GAO have recommended that a risk-based screening system to reduce vetting delay be incorporated into URS, which will generate added IT requirements for FY16. The inability to implement this screening algorithm creates a vulnerability to FMCSA. The resulting enhancements to URS to account for the new rulemaking will be delayed beyond FY16, impacting FMCSA's ability to further raise the bar to entry and keep unfit carriers off our nation's roadways. In addition, there will be an impact to FMCSA's ability to successfully retire and decommission legacy registration systems, such as Licensing & Insurance (L&I), Operating Authority Management (OAM) and a significant portion of the Motor Carrier Management Information System (MCMIS), which will result in missing a key roadmap milestone and incur unplanned O&M costs for FY16.</p>
<p>Development of the Integrated Inspection Management System (IIMS) will be delayed to FY 2017 or beyond</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 10px; background-color: #7ed321; color: white; padding: 5px; text-align: center;"> Maintain High Safety Stde </div> <div style="border: 1px solid black; border-radius: 10px; background-color: #d9534f; color: white; padding: 5px; text-align: center;"> Remove High Risk Carriers </div> </div> <p>There is a substantial mission need for a new inspection system that would increase inspector productivity and provide access to more recent and reliable data, thereby preventing unsafe drivers, vehicles and carriers from continuing to operate. Among other things, inspection data is an essential element of FMCSA's Safety Measurement System (SMS). IIMS is critical to FMCSA's goal of providing real time access to inspection reports, thereby removing more high risk carriers from the roadways. The national average for uploading inspection data is eight (8) days with the current system and infrastructure. In the absence of IIMS, the roughly 12,000 state inspectors that perform over 3.5 million inspections per year will be required to continue to utilize the current system, Aspen, which is aging and in need of a major upgrade. In the interim, FMCSA must continue to expend valuable IT funds addressing ongoing change requests. In addition, state partners will explore external options to upgrade their inspection system to meet their needs, which will increase overall costs and negatively impact data quality and accessibility.</p>
<p>FMCSA's aging infrastructure will continue to be sustained through O&M, but will not be upgraded to support new technologies required to keep pace with field needs</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 10px; background-color: #7ed321; color: white; padding: 5px; text-align: center;"> Maintain High Safety Stde </div> <div style="border: 1px solid black; border-radius: 10px; background-color: #d9534f; color: white; padding: 5px; text-align: center;"> Remove High Risk Carriers </div> </div> <p>New innovative technologies such as Electronic Logging Devices (ELD) and Wireless Roadside Inspections (WRI) represent the future of motor carrier inspection, compliance and enforcement and their implementation into the field will be halted without additional resources. FMCSA has proposed a new rule, which would not be met, that would require interstate commercial truck and bus companies to use ELDs in their vehicles to improve compliance with the safety rules that govern the number of hours a driver can work. The rulemaking, which has significant IT implications, would make our roads safer and reduce hours-of-service violations by making it more difficult for drivers to misrepresent their time in logbooks and avoid detection by FMCSA and law enforcement personnel.</p>

IT Impact	Impact on FMCSA Mission
<p>Security and privacy posture will be compromised</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 10px; background-color: #4a86e8; color: white; padding: 5px; text-align: center;"> Raising Bar to Entry </div> <div style="border: 1px solid black; border-radius: 10px; background-color: #7ed321; color: white; padding: 5px; text-align: center;"> Maintain High Safety Std </div> <div style="border: 1px solid black; border-radius: 10px; background-color: #d9534f; color: white; padding: 5px; text-align: center;"> Remove High Risk Carriers </div> </div> <p>Not receiving the added resources will have a dramatic effect on FMCSA's ability to mitigate security and privacy risks associated with the rapidly increasing threats to FMCSA's systems. FMCSA does not have the resource strength necessary to manage and resolve operational issues resulting from over 2,000 individual Plans of Action and Milestones (POA&M) that have been identified. OIT will only have the capacity to develop a limited number of Privacy Impact Assessments (PIA) and system of records notices (SORN) based on urgency and the highest priority. This is of particular concern given the criticality of FMCSA's systems and the privacy data they house.</p>

Registration and Safety Information Program, Increase Request

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Registration 1/	\$0	\$0	\$3,895	\$3,895
Registration Attorneys 2/	\$0	\$0	\$311	\$311
Total Registration Request	\$0	\$0	\$4,206	\$4,206

1/ FMCSA has an offsetting collection which supports Registration activities, not reported here.

2/ Funds support FMCSA's Office of Chief Counsel.

FY 2016, FMCSA requests **\$4.206 million** for the Registration and Safety Information Program; these funds will augment funds received from fee collections. FMCSA carrier licensing, insurance, and related customer service responsibilities were consolidated in FY 2012 (on July 16, 2012) into a new FMCSA program office --the Office of Registration and Safety Information (a component of the FMCSA Office of Research and Information Technology). The reorganization and program consolidation was needed to meet rapidly increasing challenges and demands for better coordination of carrier licensing practices, improved vetting of applications submitted by motor carriers requesting operating authority, ensuring evidence of carriers' financial status meet statutory requirements, improved customer service and increased responsiveness to stakeholders. This organizational change strengthened FMCSA's commitment to: raise the bar to enter the motor carrier industry; maintain high safety standards to remain in the industry; and remove high-risk carriers, drivers, and service providers from operation.

The Registration and Safety Information Program uses registration, insurance and safety data to implement regulations and programs that support improved safety in motor carrier operations across all entities engaged in the industry including motor carriers, drivers, vehicles, brokers, service providers. The program collects safety information and maintains safety information systems to direct and support targeted actions on higher risk carriers in enforcing the safety regulations; promulgate educational messages to carriers, commercial drivers, other regulated entities, stakeholders and the public; partner with stakeholders including Federal, State, and local enforcement agencies, the motor carrier industry, safety groups, and organized labor on efforts to improve driver, vehicle and motor carrier safety to reduce bus and truck-related crashes; conduct research and analyses needed to support its programs and policies; and supply driver safety data to prospective employers.

The Registration and Safety Information Program operations are funded through statutory customer-based licensing and insurance fee revenues, typically ranging from \$15.0 million to \$16.0 million annually. Licensing and insurance fees include: application fees for operating authority; applications fees for mergers, transfers or leases of operating rights of motor passenger and property carriers, property brokers and household goods freight forwarders; special property transportation authorities (e.g., transporting explosives); self-insurer fees; and operating authority reinstatement fees.

This request is for annual expenditure of license and insurance fees authorized by statute, plus new funds (directly appropriated) to enhance and expanded carrier vetting and also to implement an efficient Customer Relations Management (CRM) support system. The funding request will expand carrier screening to all carrier applicants for operating authority and expand intensive vetting. Presently, there is no comprehensive applicant screening process and only 4% of the 50,000 carrier applications (i.e., passenger and household goods applicants) undergo intensive vetting. The need to adopt risk-based screening and vetting of all types of carriers to identify attempts to reincarnate to avoid poor safety histories and violations has been identified as a critical safety need:

- Congress - Senate Committee directed GAO to evaluate the effectiveness of FMCSA's new applicant screening programs to prevent chameleon carriers from obtaining new operating authority
- National Transportation Safety Board - 2009 recommendation to: “Apply the evasion detection algorithm process against all interstate passenger carriers”
- DOT Office of Inspector General-- DOT OIG recommended that FMCSA improve its carrier vetting process to detect reincarnated carriers.
- GAO- GAO Report 12-364, Mar 22, 2012, recommended: “To help FMCSA better identify chameleon carriers through its vetting program, the Secretary of Transportation should direct the FMCSA Administrator to, using this new methodology, expand the vetting program as soon as possible to examine all motor carriers with chameleon attributes, including freight carriers.”

The \$4.2 million request includes \$2.000 million to initiate a more efficient customer relations management (CRM) system, \$1.900 million to support, enhance and expand carrier screening and vetting; and \$0.311 million for program legal assistance. This request will supplement Licensing and Insurance (L&I) funding prior to future fee reconsideration. This request will not be used for IT development or sustainment purposes associated with the Unified Registration System. Specifically, the funds will support: (a) more efficient CRM and customer services, and (b) safety-related carrier screening, vetting, and licensing and insurance compliance. Funds for carrier screening and vetting will be used consistent with the 2013 FMCSA Report to Congress on implementing a risk-based methodology to identify carriers attempting to reincarnate for the purpose of circumventing safety and regulatory requirements. Vetting, licensing and insurance compliance includes legal notifications, adjudications and appeals with legal assistance. The CRM will assist in coordinating and tracking more than 1 million letters and 500,000 telephone inquiries annually.

Revenue and requested funds support FMCSA statutory and regulatory registration and safety functions performed by the Registration and Safety Information Program, including: granting carrier operating authorities, verification of compliance with insurance requirements, and vetting.

Statistics and Analysis

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Statistics	\$455	\$455	\$4,893	\$3,891

For FY 2016, Statistics and Analysis \$3.9 million increase, for a total of \$4.9 million over the FY 2015 Enacted Budget. – This program collects and analyzes data on roadway crashes, commercial drivers, and the operations and safety performance of motor carriers. The program serves as an agency-wide resource providing USDOT policy makers, Congress, industry, and the research community with timely and relevant statistical information. The agency collects and analyzes data on the Nation’s more than 500,000 interstate and intrastate hazardous materials, motor carriers, their 4.5 million commercial vehicle drivers, and the 130,000 reportable crashes occurring each year. An on-line interactive repository of commercial motor vehicle safety data is available at <http://ai.fmcsa.dot.gov/>.

The \$3.9 million incremental request will be used to undertake the establishment of an enterprise master and data reference project to standardize the statistical sources across the agency. The initial tasks for FY 2016 will include an inventory of data elements utilized across the agency which may have conflicting interpretations and competing updating procedures. This will be a fairly extensive enumeration of the data elements as FMCSA maintains databases which stretch back decades and were created to serve different operational missions. When competing data terminology, definitions, or values are found, the project will designate the appropriate data as the authoritative source.

In FY 2016 the Program will:

- Develop new performance metrics to assess the completeness, timeliness, accuracy, and consistency of State-reported crash and roadside inspection data to FMCSA, and incorporate as part of the State Safety Data Quality program.
- Conduct a comprehensive analysis of motor carrier registration data to identify missing, incorrect, and potentially fraudulent entries, and design testing and error-checking methodologies to detect and prevent future invalid entries.
- Conduct analyses of State data reporting processes and performance to identify problem areas and provide technical assistance, training, and guidance to effect improvements.
- Analyze requests for data review submitted by motor carriers, drivers, and others through the DataQs process to assess problem areas in inspection and crash data reporting and identify system changes, training needs, and other interventions to reduce the error rate in FMCSA safety data.
- Develop a series of data dashboards, customized to FMCSA program office and field operations requirements, to make more effective and efficient use of FMCSA and other

highway safety-related data by putting information directly into the hands of the users through the implementation of business intelligence tools.

- Conduct analyses of emerging safety issues in areas such as motorcoach operations, commercial motor vehicle driver performance, vehicle maintenance issues, etc.

Information Management

<u>Program Activity (\$000)</u>	FY 2014 Actual	FY 2015 Enacted	FY2016 Pres Bud	Difference from FY 2015
Information Management 1/	\$33,785	\$34,545	\$42,558	\$8,013

1/ In FY2014 and on, Information Management has been appropriated as a 3 year Appropriation. Carryover over funds are available for 2 additional years.

What Do I Need To Know Before Reading This Justification?

FMCSA’s Office of Research and Information Technology, Office of Information Technology (MC-RI) develops, implements, and maintains the Information Technology (IT) systems and infrastructure that serve as the key enabler behind FMCSA achievement of its mission of preventing crashes and saving lives. The IT systems perform the essential function of providing real-time access to data to the enforcement community, industry, stakeholders, and the public in support of FMCSA’s mission. The office supports a highly mobile workforce by operating the agency’s field IT network of regional and state service centers, and ensuring that inspectors have the tools and mobile infrastructure necessary to perform their duties at the side of the road, where unsafe carriers are detected and removed from our roadways.

In January 2014, MC-RI finalized the development of an IT Strategic Plan that establishes a roadmap for future success by aligning FMCSA's “safety 1st” culture with the technology and business solutions required to accomplish its mission. MC-RI’s IT Strategic Plan aligns to FMCSA’s Strategic Plan and DOT’s Information Resource Management (IRM) Strategic Plan, and was developed over a three-year horizon (FY 2014 – 2016) to account for the rapid evolution of information technology.

What Is The Request And What Will We Get For The Funds?

FMCSA's broad safety mission requires innovative and integrated technology solutions that effectively manage information and support essential mission-oriented activities. The increased funds will enable FMCSA to enhance its IT capability to raising the bar to entry and removing high risk carriers through establishment of an Enterprise Data Management structure that improves overall quality and access to critical data, better serve the over 12,000 customers (State CMV Roadside Inspectors, FMCSA Special Agents, Federal & State Safety Auditors, and Industry), meet the MAP-21 and rule making requirements, and mitigate security risks to protect government's assets. The funds requested for FY 2016 would allow the agency to continue critical long-term IT projects, enhance infrastructure and devote necessary resources to protecting FMCSA’s website, network and systems from malware and other security threats. The increased funding will improve FMCSA’s ability to meet its core responsibilities that are required to further support the agency’s safety mission. These core responsibilities include:

- Outreach – Further develop FMCSA’s web-based information delivery by increasing the amount and quality of digital content available to both its Federal and public customers

- Governance – Continue to improve and strengthen FMCSA’s System Development Life Cycle (SDLC) methodology that establishes standard business and technical reviews throughout the development and operations of IT solutions
- Customer Support – Increase customer focus by defining and implementing strategies such as improving mobility services that will provide the workforce with increased access to critical safety information
- Application Development – Retire legacy systems and develop and deploy new applications in our service-oriented architecture (SOA) environment:
 - Unified Registration System (URS)
 - Drug & Alcohol Clearinghouse (D&ADB)
 - National Registry of Certified Medical Examiners II (NRCME II)
 - Integrated Inspection Management System (IIMS).
 - In addition, establish an Enterprise Data Management structure to improve overall quality and access to critical data
- Infrastructure Management – Implement a multi-year effort to improve FMCSA’s field network infrastructure by the replacement of end-of-life network equipment and a major increase in network capacity and functionality that will create an environment to support Electronic Logging Devices (ELD) and Wireless Roadside Inspections (WRI)
- Cyber Security and Privacy – Reduce and mitigate system vulnerabilities and ensure that information security and privacy requirements are identified, documented, communicated appropriately, and incorporated into the design and implementation of each system

Emerging and advanced technologies are of little value without a sufficient number of skilled professionals that can understand and manage the full life cycle of IT solutions that are required by the business. As a result, for FY 2016 MC-RI is requesting an increase in staff of 25 positions from the FY 2015 Enacted Budget.

What Does the Information Management Program Contribute?

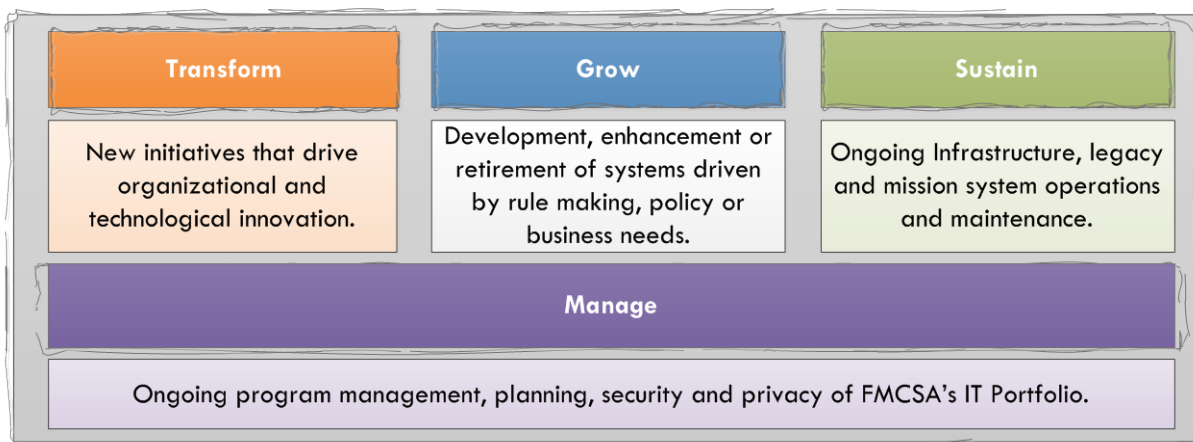
MC-RI tailored the IT Strategic Plan to represent a holistic view of success rather than narrowly focusing on specific elements. MC-RI has defined five strategic goals that represent our performance commitments and outcomes in support of its mission – “*committed to enabling FMCSA’s mission of saving lives by providing agile, cost-effective, innovative, reliable and secure business solutions.*” Each strategic goal contains specific objectives that describe how MC-RI will achieve the intended outcomes. The IT strategic goals are as summarized as follows:



The IT Strategic Plan is a key driver of MC-RI's Capital Plan that defines capital investments required to achieve the strategic goals and provides line of sight to FMCSA's FY 2016 Budget request.

What Is The Program?

MC-RI operates in a highly complex environment with diverse customers, expanding IT business needs and substantial regulatory compliance requirements. To provide a higher-level of IT support to its customers, MC-RI has shifted from a focus on bottom-line costs to emphasizing efforts that maximize the top-line business value of IT. In an effort to meet the goals contained in the IT Strategic Plan, MC-RI has established a portfolio structure that aligns the strategic objectives and initiatives with an investment life cycle. All of the IT investments are mapped to one of the four stages of the life cycle - *Transform*, *Grow*, *Sustain* and *Manage*.



Transform the business by embracing new skills, tools and technology to support our workforce. In FY 2016, MC-RI will:

- Provide project management training to the existing workforce and hire business oriented IT resources to align the IT workforce skillsets to the business needs.
- Foster innovative and robust data management.

Grow the business by developing new capabilities to replace the legacy systems to meet the changing business environment, driven by rulemaking and business demands. In FY 2016, MC-RI will:

- Deliver URS 1.0 and begin enhancements to meet URS 2.0 rulemaking;
- Develop IIMS;
- Meet Moving Ahead for Progress in the 21st Century Act (MAP-21) requirements such as development of NRCME II and continue work on D&ADB; and
- Retire legacy systems such as Licensing & Insurance (L&I), Operating Authority Management (OAM) and Compliance Analysis and Performance Review Information (Capri).

Sustain the business by sustaining essential systems and infrastructure to provide core services to the field users. In FY 2016, MC-RI will:

- Conduct operations and maintenance of existing Registration, Enforcement, Compliance, Enhancement (RICE) and mission support systems.
- Provide field infrastructure support, such as telecommunications, help and service desk, system hosting, workplace computing and communication tools.
- Upgrade aging infrastructure to support new technologies such as ELD and WRI.

Manage to ensure successful execution of the IT investments. In FY 2016, MC-RI will:

- Implement a PMI PMBOK-compliant project management methodology.
- Streamline governance process to track organizational and business performance.
- Improve IT maturity using Capability Maturity Model Integration (CMMI) and Information Technology Investment Management (ITIM) maturity models.
- Use enterprise architecture to manage roadmap for SOA deployment.
- Mitigate security and privacy risks.

How Do You Know The Program Works?

To ensure the attainment of each goal in the IT Strategic Plan, MC-RI has developed an accompanying performance management framework that defines meaningful and quantifiable measures for each strategic goal. These metrics are designed to ensure productivity and success by monitoring progress towards achieving the strategic objectives. These measures also ensure accountability across the organization and help guarantee the ongoing relevance of the IT Strategic Plan. Along with the IT Strategic Plan performance measures, MC-RI is in the process of establishing measures for the impact of all major investments. The following provides additional information regarding the anticipated performance improvements for the planned FY 2016 major investments.

A component of the URS program is the biennial update requirement, which requires motor carriers to file updates to their information on a biennial basis. Failure to perform a biennial update results in a deactivation of the USDOT number and civil penalties. The biennial update requirement took effect on November 1, 2013. Through May 28, 2014, over 26,000 motor carriers have complied with the requirement and updated their information. Also during this time, FMCSA has deactivated over 60,000 motor carriers that have failed to comply with the biennial update requirement. The successful implementation of biennial update has removed high risk carriers and improved the safety of commercial motor vehicles (CMV) on the roadways.

While fully implemented in FY 2016, URS will enhance the registration process for USDOT Numbers and Operating Authority by creating a centralized system accessible for both motor carriers and approvers. The benefits of URS include:

- Enhancing the performance of approvers;
- Increasing customer satisfaction of the motor carrier industry with the registration process;
- Decreasing the number of systems required to process applications and issue USDOT Safety and commercial registration (USDOT Numbers and Operating Authority);
- Decreasing the cycle time required for applicants to complete and submit applications; and
- Decreasing the number of customer service calls that are related to registration issues.

IIMS will replace and enhance the large number of front-end inspection systems that roadside inspectors use to perform inspections. Ultimately, IIMS will improve the performance and efficiency of roadside inspections by:

- Reducing the number of disparate systems and databases that roadside inspectors need to access to perform inspections; this will ultimately increase the efficiency of roadside inspectors and improve employee confidence in systems.
- Decreasing the cycle times of certain sub-functions, such as inspection selection and inspection data upload; this will ultimately increase the availability of up-to-date carrier safety information at the roadside, which will drive better-informed decisions.

- Increasing the amount of high-risk carriers that get selected for inspection and ultimately placed out of service at the roadside; conversely, decreasing the amount of safe carriers that get selected for roadside inspections.
- Providing better quality and more up-to-date carrier safety data.
- Adapting to the requirements from new rules that require ELD and WRI.

URS: Streamlined Technology Raises the Bar for Carriers

FMCSA is expanding the use of technology to help both the Agency and industry operate more efficiently. In late 2013, FMCSA published the final regulation for the Unified Registration System (URS). This regulation established new enforcement provisions for FMCSA regulated entities that requires them to complete USDOT registrations and updates. It also established a new initiative to launch an online tool in late 2015. Once completed, the online tool will consolidate and simplify current Federal registration processes and increase public access to data on carriers in FMCSA's jurisdiction. By streamlining the registration processes, FMCSA will be able to gather better census data on regulated entities, thereby increasing the efficiency and effectiveness of FMCSA's safety mission.

Ahead of the launch, improvements made possible by the URS regulation are already being seen. As of July 2014, FMCSA's new ability to automatically deactivate non-compliant carriers resulted in the deactivation of 84,000 USDOT numbers. The Agency continues to deactivate nearly 18,000 non-compliant carriers per month automatically—many of which are out of business. The records of dormant carriers likely affected the Agency's historical safety risk estimates, so this new process allows FMCSA to maintain more accurate safety data by only including active carriers.

FMCSA estimates a \$9 million savings over a 10-year period from URS improvements and better data quality, less time and money spent attempting to contact carriers, and more accurate industry and safety data resulting from more frequent updates.

Research & Technology

Program Activity (\$000)	FY 2014	FY 2015	FY2016	Difference
	Actual	Enacted	Pres Bud	from FY 2015
R&T	\$3,993	\$9,000	\$9,735	\$735

1/ Research and Technology is appropriated as a 3 year Appropriation. Carryover over funds are available for 2 additional years.

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

FMCSA requests \$9.7 million for FY 2016 which represents a \$0.7 million increase of over the FY 2015 Enacted Budget. Funding for the R&T program will primarily support contracted studies.

What is this Program and Why is it Necessary?

The Research and Technology (R&T) Program provides scientific safety research on driver behavior, carrier operations, and technology applications. These contributions have proven critical in supporting agency safety rulemakings; identifying enforcement priorities; and facilitating technology transfer to the marketplace.

Program activities range from developing enhanced enforcement technology through wireless roadside inspections, demonstrating the efficacy of truck drivers getting proper rest, and understanding how commercial motor vehicles can safely use alternative fuels. Taxpayer support is necessary as these projects provide the underpinnings for the agency's rule making and enforcement priorities. For example, recent research findings demonstrated the safety benefits of carriers' use of electronic logging devices to keep track of driver work hours.

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

The R&T program works to find ways to improve driver performance and carrier safety which directly impact the safety of the American motoring public which shares the Nation's roadways with large trucks and buses. The R&T Program's research findings enable the agency to make rules that are firmly grounded on objective, impartial scientific data. The agency is also able to issue and prioritize enforcement policies that are solidly based on the causes of crashes. The agency identifies new technologies such as wireless communications to reduce the labor-intensive costs of roadside inspections. The Agency can help States share, accurately and efficiently, safety data on commercial drivers, vehicles, and carriers, using a standard protocol. The R&T Program develops technologies to help truckers find available parking in real-time to reduce crashes associated with truck driver fatigue.

Why is this Particular Program Necessary?

FMCSA's R&T Program develops the knowledge, practices, and technology needed to solve problems and answer questions that arise in making rules, issuing enforcement policies, and commercial drivers, vehicles, and carriers, using a standard protocol. For example, the agency has been at the forefront of designing and testing technology to help truckers find available parking in real-time to save fuel and enhance roadway safety.

Anticipated FY 2016 Accomplishments

The FY 2016 R&T program will continue to support the FMCSA's safety mission by:

- Evaluating the effectiveness of on-board monitoring systems;
- Identifying individual driver risk factors such as medical conditions to crash risks;
- Examining the relationship between driver compensation and safety performance;
- Determining the effectiveness of wireless truck and bus inspections;
- Developing training for inspectors to detect leaks from a natural gas truck; and
- Operating e-screening technology at US borders to improve inspections of trucks entering the US from Mexico.



Figure 1: Commercial Motor Vehicles (CMV) crossing into the U.S. from Mexico at Nogales, AZ. This is a test site for the e-screening project to use technology to improve CMV safety inspections.

How Do You Know the Program Works?

FMCSA has both internal and external mechanisms to help assess the utility of the Research and Technology program:

- Research and technology projects reviewed by FMCSA's Research Executive Board comprised of members from across the agency.

- Each product has a customer or benefactor which provides input and evaluation.

FMCSA collaborates closely with product end-users including other USDOT modes such as the Federal Highway Administration and the National Highway Traffic Safety Administration. FMCSA also works closely with external customers to ensure that the agency's research and technology portfolio address current needs in the transportation safety environment. These include the National Transportation Safety Board, the Office of Management and Budget, U.S. Department of Energy, the Government Accountability Office, and state enforcement agencies. FMCSA provides regular briefings, webinars, and public forums for industry representatives, safety advocates, congressional staff, and the transportation research community.

Why Do We Want/Need to Fund the Program at the Requested Level?

The requested funding supports a viable research program to ensure proposed rulemaking, enforcement policies, and inspection procedures accurately and appropriately address safety-critical issues, whether they affect commercial drivers, carriers, shippers, brokers, or others. Without a viable research program, the Agency risks making rules, issuing policies and procedures that may be misdirected – missing the intended safety outcome. A continuous and viable research program provides the flexibility to address changes in driver behavior, modern technologies, and the prevailing, complex environment that influences them. By funding a well-focused research agenda, the Agency maintains not just a leadership role in truck and bus safety, but also spearheads innovation with more cost-effective and smarter transportation solutions.

Motor Carrier Safety Grants

CDL Grants Bring Efficiency in the Courts, Safety on the Streets

FMCSA's Commercial Driver License (CDL) Program Implementation Grant was created in part to improve highway safety by removing unsafe commercial motor vehicle (CMV) drivers from the road. These grants provide States with financial assistance to aid their compliance efforts and improve the national CDL program. Funding made available by CDL grants allow courts to notify State Driver Licensing Agencies when they have adjudicated a traffic offense that requires the removal of unsafe drivers from the road. Proper notification of court action contributes to a States' effort to prevent drivers from circumventing the system by getting licenses in other States. Courts around the country are now accommodating the removal of unsafe CMV drivers from the road faster thanks to improved training on Federal regulations, enhanced technologies, and the development and distribution of court reporting and conviction processing.

The focus of all CDL grants is to ensure and maintain the concept of "one driver, one license, one record" by preventing drivers from circumventing the system and getting a license in another State. By focusing on data analysis and State training on data quality, operational integrity, and legislative sufficiency, States have achieved significant success in monitoring CDL compliance.

Over the last 24 months, State driver licensing agencies and associations such as National Center for State Courts, National District Attorneys Association, and National Judicial College have leveraged CDL grant funds to reduce the amount of processing time to remove bad drivers from the roads as well as improved the quality and quantity of proper reporting. Nationwide, the average number of days to process a conviction has dropped from 38 days in January 2013 to 29 days in May 2014. Most States are now meeting the requirement to post court adjudication within ten days.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109–59, as amended by Public Law 112–141, as extended by Public Law 113–159, \$339,343,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of \$339,343,000 in fiscal year 2016 for "Motor Carrier Safety Grants"; of which \$284,343,000 shall be available for the motor carrier safety assistance program, \$34,000,000 shall be available for commercial driver's license program improvement grants, \$20,000,000 shall be available for the Information Technology Deployment (ITD) program, and \$1,000,000 shall be available for a commercial motor vehicle operators' grants program.

MOTOR CARRIER SAFETY GRANTS PROGRAM AND PERFORMANCE STATEMENT

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. The Federal Motor Carrier Safety Administration (FMCSA) also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and is initiating an Innovative Technology program to improve the safety and productivity of commercial vehicles and drivers. The Motor Carriers Safety Grants account maintains the Agency's individual grants under the Compliance, Safety and Accountability Program.

EXHIBIT III-1-B
MOTOR CARRIER SAFETY GRANTS
69-X-8158
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNTS	FY 2014 ACTUAL	FY 2015 PRES. BUD.	FY 2016 TARGET	FY 2016 REQUEST	CHANGE FY 2015-2016
Motor Carrier Safety Assistance Program				-	
MSCAP Grants	217,029	218,000	0	0	(218,000)
MSCAP Basic	168,275	168,275	0	0	(168,275)
MCSAP High Priority	31,053	32,000	0	0	(32,000)
MCSAP New Entrant	15,000	15,000	0	0	(15,000)
MCSAP Administrative Takedown	2,701	2,725	0	0	(2,725)
MCSAP General (Includes Basic, New Entrant, Border, PRISM, and SaDIP)	0	0	260,817	260,817	260,817
MCSAP High Priority	0	0	23,526	23,526	23,526
Border Enforcement Grants (BEG)	32,000	32,000	0	0	(32,000)
Safety Data Improvement (SaDIP)	3,000	3,000	0	0	(3,000)
Commercial Vehicle Informaiton Systems and Networks (CVISN)	14,906	25,000	0	0	(25,000)
Perforamnce and Registration Information Systems Management (PRISM)	5,000	5,000	0	0	(5,000)
Commercial Drivers License Program Improvement (CDL)	30,000	30,000	34,000	34,000	4,000
Innovative Technology Deployment Program (ITD)	0	0	20,000	20,000	20,000
Partner Training and Program Support (PTAPS) (non-add)	0	0	5,075	5,075	5,075
Commercial Motor Vehicle Operating Grants	0	0	1,000	1,000	1,000
TOTAL GRANTS	301,935	313,000	339,343	339,343	26,343

EXHIBIT III-1-B-1
MOTOR CARRIER SAFETY GRANTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2015 TO FY 2016
Appropriations, Obligations Limitations, and Exempt Obligations

	Change from FY 2015 to FY 2016 (\$000)	Change from FY 2015 to FY 2016 (FTE)
FY 2015 BASE	313,000	0
Adjustment to Base		
Inflation		
MCSAP General (Includes Basic, New Entrant, Border, PRISM, and SaDIP)	0	
MCSAP High Priority	0	
Border Enforcement Grants (BEG)		
Safety Data Improvement (SaDIP)		
Commercial Vehicle Information Systems and Networks (CVISN)		
Performance and Registration Information Systems Management (PRISM)		
Commercial Drivers License Program Improvement (CDL)	0	
Innovative Technology Deployment Program (ITD)		
Partner Training and Program Support (PTAPS) (non-add)		
Commercial Motor Vehicle Operating Grants		
SUBTOTAL , ADJUSTMENTS TO BASE	0	0
New or Expanded Programs		
MCSAP General (Includes Basic, New Entrant, Border, PRISM, and SaDIP)	57,817	
MCSAP High Priority	8,526	
Border Enforcement Grants (BEG)	(32,000)	
Safety Data Improvement (SaDIP)	(3,000)	
Commercial Vehicle Information Systems and Networks (CVISN)	(25,000)	
Performance and Registration Information Systems Management (PRISM)	(5,000)	
Commercial Drivers License Program Improvement (CDL)	4,000	
Innovative Technology Deployment Program (ITD)	20,000	
Partner Training and Program Support (PTAPS) (non-add)	0	
Commercial Motor Vehicle Operating Grants	1,000	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	26,343	0
TOTAL INCREASES/DECREASE	26,343	0
FY 2016 BUDGET REQUEST	339,343	0

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

(In thousands of dollars)

Identification code 69-17-8158		FY 2014	FY 2015	FY 2016
		<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Obligations by program activity:				
0001	Motor Carrier Safety Assistance Program	217,029	218,000	260,817
	MCSAP High Priority	0	0	23,526
0002	Border Enforcement Grants	32,000	32,000	0
0003	Safety Data Improvement Grants	3,000	3,000	0
0004	Commercial Driver's License (CDL) Program Improvement Grants	30,000	30,000	34,000
0005	Commercial Vehicle Information Systems	14,906	25,000	0
0006	Performance and Registration Information System	5,000	5,000	0
	Innovative Technology Deployment Program (ITD)	0	0	20,000
	<i>Partner Training and Program Support (PTAPS) (non-add)</i>	0	0	5,608
0007	Commercial Motor Vehicle Operator Grant	-	0	1,000
0100	Subtotal, direct program	<u>301,935</u>	<u>313,000</u>	<u>339,343</u>
0799	Total, direct obligations	<u>301,935</u>	<u>313,000</u>	<u>339,343</u>
0801	Reimbursable program	0	0	0
0900	Total new obligations	<u>301,935</u>	<u>313,000</u>	<u>339,343</u>
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	92,294	107,475	107,475
1021	Recoveries of prior year unpaid obligations	4,114	0	0
1050	Unobligated balance (total)	<u>96,408</u>	<u>107,475</u>	<u>107,475</u>
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation, (trust fund)	313,000	313,000	339,343
1137	Appropriations applied to liquidate contract authority	-313,000	-313,000	-339,343
1160	Appropriation, discretionary (total)	<u>0</u>	<u>0</u>	<u>0</u>
Contract authority, mandatory:				
1600	Contract authority	313,000	313,000	339,343
1620	Contract authority and or unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	<u>313,000</u>	<u>313,000</u>	<u>339,343</u>
1900	Budget authority (total)	313,002	313,000	339,343
1930	Total budgetary resources available	409,410	420,475	446,818
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	107,475	107,475	107,475

(In thousands of dollars)
Identification code 69-17-8158 Cont'd

	FY 2014	FY 2015	FY 2016	
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>	
Change in obligated balance:				
Obligated balance , start of year (net):				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	399,192	418,237	419,862
3010	Obligations incurred, unexpired accounts	301,935	313,000	339,343
3020	Outlays (gross)	-278,776	-311,375	-361,508
3040	Recoveries of prior year unpaid obligations, unexpired	-4,114	0	0
3050	Unpaid obligations, end of year (gross)	418,237	419,862	397,697
Memorandum (non-add) entries				
3100	Obligated balance, start of year	399,192	418,237	419,862
3200	Obligated balance, end of year	418,237	419,862	397,697
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority	60,231	87,640	95,016
4011	Outlays from discretionary balances	218,545	223,735	266,492
4020	Outlays, gross (total)	278,776	311,375	361,508
4080	Outlays net (discretionary)	278,774	311,375	361,508
Mandatory:				
4090	Budget authority, gross	313,000	313,000	339,343
4160	Budget authority, net (mandatory)	313,000	313,000	339,343
4180	Budget authority, net (total)	313,000	313,000	339,343
4190	Outlays net (total)	278,774	311,375	361,508

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY GRANTS - 8158
OBJECT CLASS SCHEDULE - FY2016**

		FY2014 Actual	FY2015 Enacted	FY2016 Pres. Bud
Direct Obligations				
Personnel Compensation				
Full-time permanent	11	\$0	\$0	\$0
Civilian personnel benefits	12	\$0	\$0	\$0
Total Personnel Expenses		\$0	\$0	\$0
Other Obligations				
Travel and Transportation of Persons	21	\$1,227,972	\$1,251,303	\$2,330,409
Communications, utilities, and miscellaneous charges	23	\$0	\$0	\$0
Other services (Contracts and Agreements)	25	\$4,976,364	\$1,465,301	\$2,728,954
Supplies and materials	26	\$8,396	\$8,396	\$15,637
Equipment	31	\$0	\$0	\$0
Grants	41	\$295,721,907	\$310,275,000	\$334,268,000
Subtotal, Other Obligations		\$301,934,639	\$313,000,000	\$339,343,000
Total Direct Obligations		\$301,934,639	\$313,000,000	\$339,343,000

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

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
2006.....282,000,000	2006..... 282,000,000
2007.....297,411,000	2006 Rescission of Contract Authority..... (2,820,000) ¹
2008.....300,000,000	2007297,411,000 ²
	2008..... 300,000,000
	2008 Rescission of Contract Authority
	P.L. 110-161..... (11,260,214) ³
2009.....307,000,000	2009 307,000,000
	2009 Rescission of Contract Authority
	P.L. 111-8 (6,502,558) ⁴
2010.....310,070,000	2010 307,000,000
	2010 Rescission of Contract Authority
	P.L. 111-8(1,610,661)
2011.....310,070,000	2011 307,000,000
2012.....330,000,000	2012 307,000,000
	2012 Rescission of Contract Authority
	P.L. 112-30(1,000,000)
2013.....330,000,000	2013 310,000,000
2014.....313,000,000	2014 313,000,000
2015.....352,753,000	2015239,671,234 ⁵
2016.....339,343,000	

¹Applied 1.0% rescission pursuant to FY 2006

Enacted P.L. 109-148

² Includes \$3,411,000 RABA adjustments

³ Rescission of prior year carryover

⁴ Rescission of prior year carryover

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

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

APPROPRIATION ESTIMATES	APPROPRIATION
2006.....282,000,000	2006..... 282,000,000
	2006 Rescission of Liquidating Cash (2,820,000) ¹
2007.....297,508,000	2007.....297,411,000 ²
2008.....300,000,000	2008..... 300,000,000
	2008 Rescission of Liquidation Cash (11,260,214) ³
2009.....307,000,000	2009..... 307,000,000
	2009 Rescission of Liquidating Cash..... (6,502,558) ⁴
2010.....310,070,000	2010..... 310,070,000
2011.....310,070,000	2011..... 310,070,000
2012.....330,000,000	2012..... 307,000,000
2013.....330,000,000	2013.....308,878,840 ⁵
	2013..... 310,000,000
	2013 Across-the-Board Reduction (620,000) ⁶
2014.....313,000,000	2014..... 313,000,000
2015.....352,753,000	2015.....313,000,000
2016.....339,343,000	

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

² Includes \$3,411,000 RABA adjustment

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

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

⁵ Continuing Resolution Annualized P.L. 112-175

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

Motor Carrier Safety Grants

What Do I Need To Know Before Reading This Justification?

Under the proposed multiyear reauthorization, FMCSA proposes a simplification of the agency's grant programs. The Motor Carrier Safety Assistance Program (MCSAP) grants will now include border enforcement, the PRISM program, safety data improvement activities and the completion of new entrant safety audits, rather than maintaining five separate grant programs. Further, the Commercial Vehicle Information Systems and Networks (CVISN) grant is being broadened to include other innovative technology. Additionally, funding for the Commercial Motor Vehicle Operator Safety Training (CMVOST) programs is shifted from Operations to the grants program.

What Is The Request And What Will We Get For The Funds?

The FY 2016 funding request of \$339.3 million for FMCSA's grants programs consists of the following accounts:

- Motor Carrier Safety Assistance Program (MCSAP) (\$284.3 million) – This includes the MCSAP Basic and Incentive formula grants and the High Priority discretionary grant program.
- The MCSAP formula grants now include funding to support border enforcement, the PRISM program, and the completion of new entrant safety audits.
- The MCSAP High Priority discretionary grants provide funding for special safety initiatives that now include safety data improvement.
- Other motor carrier safety grants (\$60.1 million) – FMCSA provides grants to states and organizations for Innovative Technology Deployment; Commercial Motor Vehicle Operator Safety Training; and Commercial Driver's License Program Improvement (CDLPI).
- Partner Training and Program Support is funded with a takedown from all grants programs excluding the CMVOST grants.

What Is The Program?

Motor Carrier Safety Assistance Program (MCSAP) - \$284.3 million

The FMCSA relies on its partnerships with State and local law enforcement agencies to utilize the over 12,000 State enforcement officers to increase its enforcement and safety capacity over the motor carrier population nationwide. MCSAP grants provide formula and discretionary funding to the States, local law enforcement agencies and other organizations and associations

that improve commercial motor vehicle safety on the Nation's roadways. As a result, these entities become a force multiplier in delivery of motor carrier, driver and vehicle safety programs.

MCSAP Formula (\$260.8 million) - This request will provide mostly formula funding to the States to support programs that improve motor carrier compliance and safety including roadside inspections, interventions, investigations, and targeted enforcement. Currently FMCSA provides formula grants to the States to fund work detailed in their Commercial Vehicle Safety Plans (CVSP) through the MCSAP Basic and Incentive programs. The CVSPs are submitted annually and approved by FMCSA to ensure that the States are addressing the mandatory program elements as well as the safety problems of their specific state. For example, the States of Texas and North Dakota had to direct resources to focus inspection efforts in the shale regions. This is in response to increased crashes and hazardous materials loads in these areas as a result of increased oil production.

In FY 2016, the States would revise their CVSPs to ensure that the additional mandatory programs of border enforcement, PRISM, and new entrant audits are accurately reflected. Based on the historical expenditures by the States, FMCSA has reliable information on the States' needs.

The MCSAP Basic and Incentive program requires a 15% match from the States and which rewards States demonstrating reductions in large truck crashes with additional funds for targeted initiatives. These funds are distributed pursuant to a formula based on the States' crash rates and timely uploading of crash and inspection reports. This request also includes additional funding for the States to have dedicated resources for addressing DataQs.

MCSAP High Priority (\$23.5 million) - MCSAP will also provide High Priority discretionary funding to the States, local law enforcement, or other safety partners with best practices or innovative enforcement or safety initiatives. Through MCSAP High Priority, grant funds will be made available for targeting unsafe driving of, and around, commercial motor vehicles in areas identified as high risk crash corridors. In addition, this program would provide funding for commercial enforcement by the States and now includes funding for safety data improvement programs. The HP program will now require a 15% match. In order to increase the Agency's efforts on commercial enforcement/consumer protection, this request would provide additional funds. Involvement by the States in this program is critical to improve consumer protections and eliminate rogue movers. States are expressing interest in partnering with FMCSA on initiatives. This increase allows the Administration to strategically engage the States on consumer protection activities.

Innovative Technology Deployment (\$20.0 million) -

This grant program provides funding for the Innovative Technology Deployment. The new program would authorize the Secretary to provide grants to States for innovative technologies that support commercial vehicle information systems and networks, expanding and renaming the current Commercial Vehicle Information Systems and Networks (CVISN) grant program. The new program would authorize the Secretary to provide grants to States for innovative technologies that support commercial vehicle information systems and networks.

In FY 2016, the Agency's budget reflects a \$5 million decrease to the CVISN follow on program ITD. This amount is slated to be restored over two years to \$25 million in FY 2018. Through this temporary decrease, the Agency is seeking to better utilize all of its funding under its funding authorities. Over the past three years, the Agency has not spent its full allotment in CVISN grant funds, returning \$8 to \$9 million per year to the Treasury. The key reason for this is because the CVISN grant program is the only Agency and Department grant program that requires a 50/50 or dollar-for-dollar match. All of the other FMCSA grant programs have an 80/20 or 100/0 match requirement. States are unable to meet this match requirement and therefore do not request all available funds. The Agency has requested changing this match level under the Grow America Act and expects these balances to disappear if the match is changed.

Commercial Driver's License Program Improvement (CDLPI) (\$34.0 million) -

The Commercial Driver's License Program Improvement Grant, provides financial assistance to States to achieve compliance with the requirements of the CDL issuance under 49 CFR Parts 383 and 384. Additionally, the CDLPI grant program provides financial assistance for other entities capable of executing national projects that aid the States in their compliance efforts and that will improve the national CDL program. The CDLPI grant program provides funding to the State Driver Licensing Agencies (SLDAs), for the implementation of CDL program changes such as the implementation of FMCSA's CDL Testing and Commercial Learner's Permit (CLP) Final Rule which requires most States to implement changes to their CLP and CDL processes. In addition, grant funds are often awarded to other organizations to develop and implement nationwide program improvements, such as needed changes to the Commercial Driver License Information System (CDLIS), including maintaining and providing timely information about unsafe drivers through CDLIS. . Grant funds are prioritized for the States to provide a dedicated CDL Coordinator to ensure that program is prioritized within the State and meets federal requirements. In FY 2016, funding will also be prioritized for the resolution of program deficiencies so that all States are functioning properly to ensure that unsafe drivers are removed from the road. In addition, the Agency will be prioritizing CDL Improvement Program grant funding to States that commit to improving their crash and inspection reporting.

Currently, each State completes the requirements of the CDL program differently. MAP21 requires FMCSA to conduct an annual comparison of the States' levels of compliance. Fund would be used by the States to conduct self-assessments and provide data about their programs. The annual report would compare performance by the States in key program areas such as timeliness for updating driver records, taking disqualifying actions on drivers per appropriate regulations, and fraud monitoring requirements. Currently, the States compliance with the CDL program requirements is only documented through reviews conducted by FMCSA every 3-5 years. The submission and analysis of the plans will allow FMCSA to identify States with deficiencies and focus resources and attention until improvements are made.

The FY 2014 distribution to the States was:

<u>State or Recipient</u>	<u>Amount</u>	<u>State or Recipient</u>	<u>Amount</u>
Alabama	\$2,072,199	New Mexico	\$217,522
California	\$1,459,732	New York	\$3,575,930
Colorado	\$139,946	North Carolina	\$316,940
Connecticut	\$2,791,606	Pennsylvania	\$432,425
Georgia	\$186,483	Rhode Island	\$675,000
Idaho	\$593,621	South Carolina	\$304,853
Illinois	\$220,800	South Dakota	\$243,188
Indiana	\$226,507	Tennessee	\$854,925
Kentucky	\$602,525	Utah	\$265,009
Louisiana	\$2,069,200	Virginia	\$1,122,215
Michigan	\$1,999,929	Washington	\$934,750
Minnesota	\$310,750	West Virginia	\$373,600
Mississippi	\$985,361	Wisconsin	\$834,986
Nebraska	\$1,477,600	AAMVA	\$2,254,501
New Jersey	\$1,110,585	National Center for State Courts	\$1,347,312
		TOTAL:	\$30,000,000

Partner Training and Program Support (PTAPS) program (\$5.1 million)

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

Commercial Motor Vehicle Operators Safety Training (CMVOST) Grant:

FMCSA requests \$1.0 million for CMVOST grants. This grant is a discretionary program for State, local, and Federally recognized Native American Tribal governments, accredited post-secondary educational institutions (public or private) and truck driver training schools that are accredited and recognized by the U.S. Department of Education. The purpose of the grant is to expand the number of CDL holders possessing enhanced operator safety training in order to reduce the severity and number of crashes on U.S. roads involving CMVs; and assist economically distressed regions of the U.S. by providing workforce training opportunities for qualified individuals to become CMV operators. Special emphasis is on training veterans and their spouses for carriers in the transportation industry.

In FY 2014, the grants were awarded to:

<u>Recipient</u>	<u>Amount</u>
Century College (MN)	\$91,080.00
Crowder College (MO)	\$72,160.00
Joliet Junior College (IL)	\$165,800.00
Lone Star College-North Harris (TX)	\$73,704.00
Metropolitan Community College (NE)	\$47,614.00
Northampton Community College (PA)	\$134,400.00
Sage Corporation (PA)	\$249,968.00
South Florida State College (FL)	\$58,003.00
Tidewater Community College (VA)	\$107,271.00
TOTAL:	\$1,000,000.00

FMCSA Grant Creates Opportunities for Tennessee Veterans

Thanks to funds made available through FMCSA grants, military veterans in Tennessee will soon have new opportunities to find full-time work in the trucking industry through the Tennessee “Highway for Heroes” program. Once implemented, the program will provide veterans that gained experience driving large vehicles during active duty with expedited training, testing, and connections to commercial motor vehicle industry partners for employment opportunities.

The program, which is being implemented by the Tennessee Department of Safety and Homeland Security, will also facilitate disabled veterans obtaining Skill Performance Evaluation (SPE) waivers to qualify for a commercial driver’s license (CDL). Ongoing “Highway for Heroes” implementation efforts will include the procurement of a mobile classroom to bring the program directly to veterans seeking training or needing to take the CDL written exam.

Reauthorization

FMCSA's FY 2016 budget is the first year of the multiyear reauthorization, GROW America Act, within which FMCSA proposes the following program changes:

Motor Carrier Safety Assistance Program (MCSAP): The section would maintain basic and incentive grant programs under MCSAP. Section 31102 of title 49, governing MCSAP, would be revised to include the New Entrant, Border Enforcement, and PRISM grant programs as a part of the MCSAP formula grant. Separate applications would no longer be needed for these programs. As a result, the MCSAP formula calculations would be adjusted to include factors for each State based on the States' previous new entrant and border enforcement programs. If a border state did not include border enforcement efforts in its annual CVS plan, funding would be adjusted accordingly. The proposal would also require States to conduct safety audits of new entrant motor carriers as a condition of MCSAP funding. However, this requirement would not extend to U.S. territories. The requirement for the States to participate in PRISM would mean that all of the States would be checking for federal out of service orders before issuing or renewing license plates and registration for motor carriers. This will prevent unsafe motor carriers from reincarnating or making other attempts to get back on the roads. Currently, 20 States have fully implemented PRISM programs. 13 other States are using some PRISM functionality.

Congress authorized FMCSA in section 32603(i) of MAP-21 to identify and implement processes to reduce the administrative burden on the States and the Department of Transportation concerning the application and management of grant programs. Further, the American people expect government to be more streamlined and effective with existing resources. Restructuring the MCSAP program to include the New Entrant, Border Enforcement, and PRISM grant programs achieves both of these important goals. States would no longer be required to prepare and submit multiple applications for integrated or closely related commercial motor vehicle safety activities. Further, it would reduce the burden on the States for post-award grant management and would eliminate the need for multiple submissions of required grant agreements, amendments, vouchers for reimbursement, and quarterly performance and financial reports.

FMCSA's experience has also shown that State inspectors and other safety officials routinely perform activities under many of these three grant programs in a single work day. Currently, the States have to closely monitor safety officials' time and allocate costs among multiple grant programs for reimbursement purposes. Combining the grant programs will reduce the amount of time and resources necessary for the State to voucher for reimbursement. Additionally, by reducing the number of active grants for each State, FMCSA can devote more of its grant program management resources to developing innovative safety programs to help the States reduce crashes, conducting effectiveness analysis, implanting program improvements.

Innovative Technology Deployment (ITD) Program: Building on the existing CVISN program, the core and expanded funding caps applicable to the CVISN program would be eliminated. The elimination is requested because the original funding caps of \$2.5 million for Core CVISN Deployment and \$1.0 million for Expanded CVISN Deployment are out of date and do not serve the FMCSA's or States' current needs to deploy Intelligent Transportation Systems for

Commercial Vehicle Operations (ITS/CVO). The caps were put in place under SAFETEA-LU for FY 2006 to ensure an even and uniform deployment of CVISN and ITS/CVO services across the States. Since the trucking industry includes long-haul and nationwide freight services, in 2005, FMCSA program managers wanted to use the caps to constrain the States so that CVISN core services such as the electronic screening of weigh stations and automated/e-commerce of commercial vehicle registration and fuel tax filings would be deployed nationwide rather than in regional pockets only. Now, almost ten years later, 47 States offer electronic screening for weigh station automated check and bypass. With all 50 States and the District of Columbia participating in the deployment of CVISN, the goal of uniform interstate deployment of ITS/CVO systems has been achieved. Removing the caps provides more flexibility and removes artificial constraints, limits, and delays in the deployment of innovative technologies that improve motor carrier safety operations as well as productivity.

Why Is This Particular Program Necessary?

FMCSA's front line enforcement staff is less than 600 interstate investigators, auditors, and inspectors. In order to tap the existing network of approximately 12,000 State law enforcement officers, FMCSA provides financial assistance to complete safety audits, roadside inspections, interventions, investigations, and strike forces.

MCSAP grant programs provide resources to these entities for special initiatives targeting certain sectors of the industry including new entrants, household goods carriers, or transportation safety at or near the U.S. borders with Mexico and Canada. This grant funding also encourages applicants to focus on certain high crash corridors, rural areas and work zones to improve the level of safety and address the disproportionate number of large truck and bus crashes, injuries and fatalities in these areas. The MCSAP formula grant would now provide additional funding to those assist the States that have Ports of Entry to and from Mexico and Canada to offset costs associated with this increased traffic and ensuring compliance by Canadian and Mexican motor carriers and drivers with all federal commercial motor vehicle requirements.

The MCSAP High Priority grant program has been modified and now provides funding to improve the data received from the States when there is a need beyond the funding provided in MCSAP Basic. Through the High Priority grant program, States can request funding for needed data improvements to improve reporting of safety information and the identification of unsafe entities.

The Innovative Technology program furthers the implementation and use of CVISN and integrates State, federal, and carrier systems to improve safety and productivity. This activity solves institutional and architectural issues, as well as technical problems related to providing electronic access to timely and accurate motor carrier safety and other credentials information. As a result, roadside inspectors can make decisions on which carriers to inspect and law enforcement has key information about the carrier when conducting an inspection.

The Commercial Driver's License Program Improvement (CDLPI) grant provides financial assistance to States to achieve compliance with the requirements of 49 CFR Parts 383 and 384.

Additionally, the CDLPI grant program provides financial assistance for other entities capable of executing national projects that aid States in their compliance efforts and that will improve the national Commercial Driver's License (CDL) program. The goal of the national CDL program is to reduce the number and severity of commercial motor vehicle crashes in the United States by ensuring that only qualified drivers are eligible to receive and retain a CDL.

How Do You Know The Program Works?

With the grants funding provided, States conduct have been conducting inspections on nearly 3.5 million vehicles annually; stopping thousands of unsafe drivers and vehicles on the roadside. In addition, they have conducted investigations of nearly 8,000 companies in FY 2013, helping FMCSA identify non-compliant motor carriers that should be placed out of service. In addition, the fatalities resulting from crashes involving large trucks and buses declined from FY 2005 to FY 2013.

Through these grants, the Agency has conducted safety audits on between 35,000 to 40,000 new entrant carriers each year. The failure rate for these carriers has ranged between 30% and 40%. Based on this fact, it is critical that FMCSA identify unsafe carriers earlier in their operations and require corrective action or revocation of their authority, thus resulting in safer highways.

High Priority projects increase commercial motor vehicle education and enforcement trucking and bus companies and the general public. Projects tested through the High Priority program can be assessed for implementation at a national level; thus improving safety. For example, Drive Safe Virginia partnered with the New Kent County sheriff's office to explore new methods for enforcing cellphone use prohibition with commercial drivers and have released a best-practices manual that is available for use by law enforcement across the country.

The Agency's 2006 Large Truck Crash Causation Study determined that drivers of trucks or other vehicles are the cause of 87% of all crashes involving CMVs. It is critical that CDL holders be trained, tested and monitored to ensure continued safety. Supporting training of commercial motor vehicle operators, especially in economically distressed areas, not only produces safer drivers but also increase employment opportunities. Further, it is critical that a CDL applicant be properly tested to ensure knowledge and skills. The requirements for testing must be consistent from State to State to ensure that drivers are qualified. In addition, it is statutorily required that each driver hold only one license and that the license record include medical certificate information and violation history. It is critical that the CDL issuance systems be fully interoperable and that the information provided is uniformly and quickly, so that information from other states can be transmitted to the driver's State of Record, so that it can be correctly applied and that suspension or disqualification actions are taken promptly when convictions occur.

Innovative Technology Deployment projects enable States to use advanced sensors and communications technologies to identify high-risk trucking companies for targeted inspections. For example, the State of North Carolina installed an array of sensors along a remote highway that can be used to bypass fixed weigh and inspection stations. This "Virtual Weigh Station" (VWS) consisted of license plate and USDOT Number reading cameras and weigh-in-motion scales embedded in the highway. State inspectors parked in their police cruisers downstream

from the site have a real-time wireless link to the VWS and are alerted via their laptops to high risk operators operating in violation of safety orders or weigh limits. The technologies funded by FMCSA enabled the State to target unsafe operators as seen in their doubling of their Out-of-Service inspection rates that this site over the state-wide average rate.

Please see the Enforcement and Field program section for examples of success stories for FMCSA grant programs.

Why Do We Want/Need To Fund The Program At The Requested Level?

Roadside enforcement of safety regulations nationwide is critical to reducing the number of crashes involving large trucks and buses. The MCSAP and other grant programs require motor carriers, commercial drivers, and commercial motor vehicles to be in compliance with federal regulations to ensure safety. Funding the MCSAP program at the requested level will allow this critical work to continue so that the level of inspections, investigations, strike forces and enforcement actions can be maintained or increased. As more motor carriers and drivers are contacted by MCSAP partners, the safer our highways will be. In addition, this request provides adequate funding to ensure the compliance of approximately 35,000 - 40,000 new carriers that join the industry each year. In addition, this funding is needed to meet the MAP-21 requirement to conduct the new entrant safety audits within 12 months for property carriers and 120 days for passenger carriers. This expedited schedule requires additional funding.

Ensuring safe drivers is a key component of highway safety. The CDL grants are key funding resources for States to maintain and improve implementation of their commercial driver's licenses programs including the issuance of CLPs and timely data updates; provide research, development and demonstration projects; train commercial vehicle operators; conduct overt and covert test monitoring; integrate the medical certificate with the CDL, and provide for CDL program coordinators who champion the State's CDL programs.



CDL Training Program Has Military Veterans in the Driver's Seat

Luis Sanchez of Hanover Park, Illinois served in the military from 2003 to 2012. During that time, he served in both the United States Army and the Illinois National Guard. While serving as a member of the active duty Army, he was stationed in South Korea and was deployed for a combat tour in Iraq. He was then stationed at Fort Carson in Colorado Springs, Colorado. When Sanchez completed his active duty role, he signed up for the Illinois National Guard and was stationed at the Marseilles Training Center in Marseilles, Illinois. He also served a combat tour in Afghanistan as a member of the Illinois National Guard.

When Sanchez completed his military service, he was in search of a career opportunity as he transitioned into civilian life. He was really interested in CDL training but became discouraged when he wasn't able to utilize his GI Bill funds for this type of training at many area colleges. However, his situation completely changed when he read a flyer about Joliet Junior College's Driving America: One Veteran at a Time CDL Training Program. This grant-funded training program offers free Commercial Driver's License training for military veterans and/or their spouse as well as job placement assistance... Sanchez said he was very interested in the CDL training program because he believed it was another way to keep his options open especially since he was not working. He applied to JJC's training program and was accepted. Participants must meet the program entry requirements in order to be accepted into the program.

The CDL training program combines classroom instruction along with hands-on driving. Sanchez said "I really like driving and getting help from the instructors. With their experience, every little hint or tip they give really helps."

The training program includes the cost of tuition, drug-screening/physical exam and a Commercial Driver's License Learner's Permit. Upon successful completion of the program, participants will receive a certificate of completion as well as prepare themselves to take the State of Illinois Class A road test. In addition, many trucking companies offer students pre-hire letters of employment so job opportunities are available when their training is completed.

Continued...

The four-week CDL training program meets Monday through Friday from 8 a.m. to 4:30 p.m. The training is provided by Joliet Junior College at the Weitendorf Agricultural Education Center, 17840 Laraway Road in Joliet, Illinois.

Sanchez talked about his participation in the CDL training program. He said, "I think it is a great privilege that more veterans should take advantage of." He continued, "Many civilians pay thousands of dollars for this training and having JJC and any veterans grants covering my expenses really helps my economic situation." Sanchez added that he hopes to obtain employment after completing the training program.

Joliet Junior College is one of six colleges across the nation to be awarded grant money from the U.S. Department of Transportation's Federal Motor Carrier Safety Administration to help train veterans and military families for jobs in the transportation industry. The \$176,427 grant is part of the Commercial Motor Vehicle Operator Safety Training (CMVOST) grant program.

"As a designated military friendly school serving an area with more than 35,000 veterans, JJC is the ideal college to receive this grant," said Director of Corporate and Community Services Amy Murphy.

In addition, the transportation industry is experiencing continuous growth. As stated by the Bureau of Labor Statistics, "the employment for heavy and tractor-trailer truck drivers is projected to grow 21 percent from 2010 to 2020, faster than the average for all occupations. As the economy grows, the demand for goods will increase, and more truck drivers will be needed to keep supply chains moving.

Murphy added, "One of the greatest aspects of this program is that we have an opportunity to provide our military veterans and their spouse with free CDL training. We are honored to be able to give something back to those who have sacrificed so much."

EXHIBIT III-2
ANNUAL PERFORMANCE RESULTS AND TARGETS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) integrates performance results into its Fiscal Year (FY) 2015 budget request to demonstrate alignment with the Department’s Strategic and Roadway Safety Plans, along with the agency’s 2012-2016 Strategic Plan. FMCSA tracks the following Department level performance measures to demonstrate program results.

Strategic Goal: Safety

The FMCSA supports the DOT Agency Performance Goal (APG) of reducing roadway fatalities by delivering safety programs which influence the reduction of large truck and bus crashes, fatalities, and injuries. FMCSA contributes to the DOT safety goal by delivering safety focused rulemaking, outreach and education, enforcement, and research and development activities. Within DOT, two other operating administrations contribute directly to the achievement of the APG and other road user measures - the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

DOT Agency Priority Goal, Road User Measures, and Target Analysis

Over the past 10 years, there has been a reduction of nearly 25 percent in the number of fatalities on the Nation’s roadways. In 2013, there were 32,719 fatalities on U.S. highways, a 3.1 percent decrease from 2012. The number of people injured on the Nation’s roads decreased in 2013 as well, falling from 2.4 million to 2.3 million. Fatalities and injuries declined in almost all segments of the population—passenger vehicle occupants, large-truck occupants, pedestrians, young drivers, and with alcohol-impaired driving fatalities. This decline shows a continuation in the general trend downward in fatalities that started in 2006, except for a one-year anomaly in 2012.

Large truck and bus-related mileage grew 30% from 2002-2012. Over this period, registrations for large trucks and intercity buses increased 27%. Despite this growth in commercial vehicle traffic miles, there was a 24% reduction in fatalities in crashes involving large trucks and intercity buses, from 5,539 fatalities in 2005 to 4,183 in 2012. Early fatality and vehicle mileage estimates indicate DOT is not on track to meet its annual calendar year (CY) 2013 target of reducing the fatality rate to 0.114 fatalities. Final CY 2013 performance data will be available in late 2015.

Reduce the Rate of Roadway Fatalities per 100 Million Vehicle Miles Traveled (VMT). <i>(CY) Shared Measure with NHTSA and FHWA</i>					
	2012	2013	2014	2015	2016
Target	1.05	1.03	1.02	1.02	1.02
Actual	1.14	1.10*	TBD	TBD	TBD

*Statistical projection

Target Analysis: Reduce Passenger Vehicle Occupant Fatalities per 100 million Passenger Vehicle Miles Traveled (PVMT)

Reduce Passenger Vehicle Occupant Fatalities per 100 million PVMT. (CY) <i>Shared Measure with NHTSA and FHWA</i>					
	2012	2013	2014	2015	2016
Target	0.85	0.82	0.85	0.82	0.82
Actual	0.81	0.83-0.89*	TBD	TBD	TBD

*Statistical projection

Target Analysis: Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations.

Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations. (CY) <i>Shared Measure with NHTSA and FHWA</i>					
	2012	2013	2014	2015	2016
Target	63	63	63	62	62
Actual	54.66	56-58**	TBD	TBD	TBD

Motorcycle registrations for 2013 are not yet available. **Target Analysis: Reduce Non-occupant (pedestrian/bicycle) Fatalities per 100 million VMT.

Reduce Non-occupant (pedestrian and bicycle) Fatalities per 100 million VMT. (CY) <i>Shared Measure with NHTSA and FHWA</i>					
	2012	2013	2014	2015	2016
Target	0.16	0.16	0.6	0.15	0.15
Actual	0.19	0.19	TBD	TBD	TBD

*Statistical projection

Target Analysis: Reduce Roadway Fatalities Involving Large Trucks and Buses per 100 million VMT (Calendar year).

Reduce Roadway Fatalities Involving Large Trucks and Buses per 100 million VMT* (CY) <i>Shared Measure with NHTSA and FHWA</i>					
	2012	2013	2014	2015	2016
Target	0.117	0.114	0.114	0.114	0.114
Actual	0.141	0.137*	TBD	TBD	TBD

*Statistical projection

In addition to being a Departmental roadway user measure in support of the APG, the Large Truck and Bus Fatalities per 100 million VMT performance measure also serves as FMCSA's primary outcome measure supporting the Agency's mission of reducing crashes, injuries, and fatalities involving CMV transportation. This safety goal is driven by the implementation and maturation of aggressive safety programs, either implemented or augmented through the 2005 SAFETEA-LU authorization and continues with the 2013-2014 MAP-21 authorization. Like SAFETEA-LU, MAP-21 also funded increases in safety activities like outreach, education, partner support, enforcement, roadside inspections, innovative interventions, and aggressive safety-oriented rules and regulations.

We attribute some portion of the overall improvement (since 2000) to the steady implementation of the FMCSA Compliance, Safety, Accountability enforcement model, which is modernizing the effectiveness and efficiency of motor carrier enforcement activities through early contact with a greater number of motor carriers. Targeted enforcement interventions, increased oversight of Commercial Driver's License programs, safety audits, and inspections of motor carriers and operators have contributed to reducing the

fatality rate. The primary challenge in continuing to improve truck and bus safety is to make certain that a safety culture exists across the industry. FMCSA has set a goal of 0.114 through 2016 to provide the necessary time to assess, evaluate and develop new targets. Final Calendar Year 2013 results will be available in 2015. The Calendar Year 2014 estimate will be available mid-2015.

FMCSA Performance Goals and Target Analysis: Target Analysis: Reduce Injury Crashes Involving Large Trucks and Buses per 100 million VMT:

This performance measure tracks the Agency’s progress on reducing injury crashes linked to large trucks and bus crashes. FMCSA updated its targets in 2011 when 2009 actual performance exceeded the goal previously established for 2012. However, since 2009, the injury crash rate has increased, but the 2012-2016 targets are still significantly lower than our original 2015 target of 2.51. Calendar Year 2013 performance data will be available in 2015.

Reduce Injury Crashes Involving Large Trucks and Buses per 100 million VMT* (CY)					
	2012	2013	2014	2015	2016
Target	1.95	1.90	1.90	1.90	1.90
Actual	2.85*	TBD	TBD	TBD	TBD

**Published in the 2012 Large Truck and Bus Crash Facts*

Target Analysis: States Satisfying "Green" Data Quality Criteria As Reflected on the State Safety Data Quality (SSDQ) Map.

Improved data quality enables FMCSA to effectively target “high risk” motor carriers and operators. The Agency evaluates the completeness, timeliness, accuracy, and consistency of the state reported commercial motor vehicle crash and inspection records in the Motor Carrier Management Information System (MCMIS). The states receive ratings of “Good” (*Green*), “Fair” (*Yellow*) or “Poor” (*Red*) for seven SSDQ measures as well as an overall rating which considers all seven SSDQ measures. Additional measures to further improve data quality are planned based on the FY2015 and FY 2016 budget requests for the Statistics and Analysis Program.”

States Satisfying "Green" Data Quality Criteria As Reflected on the State Safety Data Quality (SSDQ) Map. (Fiscal Year)					
	2012	2013	2014	2015	2016
Target	38	40	42	42	43
Actual	47	41	42*	TBD	TBD

**2014 Data from December 2014 projections; subject to change.*

Target Analysis: Reduce the Number of Roadway HAZMAT Incidents Involving Death or Major Injury.

The FMCSA contributes to the highway portion of the PHSMA’s performance target of reducing the number of HAZMAT transportation (air, rail, highway and vessel) incidents that result in death or major injury to no more than 25 per year by FY 2016. Although HAZMAT incidents increased slightly in FY2013, FY2014 incidents decreased. The nineteen total incidents resulted in thirteen fatalities and ten serious injuries requiring hospitalization. Ten of these incidents were the result of in-transit crashes. The Agency is working to improve HAZMAT incidents by completing enforcement interventions such as HAZMAT carrier and shipper reviews, safety permitting and special permitting, cargo tank facility reviews, HAZMAT package inspections (over 5,000 Federal and 600 State) and HAZMAT vehicle inspections (208,000). Additionally, FMCSA conducts outreach and educational activities, especially targeting the prevention of rollover crashes.

Reduce the Number of Roadway HAZMAT Incidents Involving Death or Major Injury. (Fiscal Year)					
	2012	2013	2014	2015	2016
Target	29	28	27	26	25
Actual	21*	24*	19	TBD	TBD

* FY2012 and FY2013 results have been updated.

Target Analysis: Increase Safety Belt Use by Drivers of Large Trucks.

The performance measure demonstrates the percentage of CMV operators who wear safety belts based on NHTSA’s National Occupant Protection Use Survey (NOPUS) results. The Agency based its targets on the actual performance reported in the NOPUS report, while considering the trends associated with the number of States governed by primary safety belt use and secondary use laws. Calendar year 2014 data is expected by mid-2015.

Increase Safety Belt Use by Drivers of Large Trucks. (CY)					
	2012	2013	2014	2015	2016
Target	75%	76%	77%	78%	79%
Actual	N/A	84%*	TBD	TBD	TBD

*Seatbelt usage reached an all time high of 84% in 2013, the most recent year for which data is currently available.

There was no funding for a NOPUS survey in 2011 and 2012 for occupants of large trucks. However, the 2013 CMV Driver Safety Belt Usage Study found 84 percent of CMV drivers wear safety belts, the highest in history.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

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

(In thousands of dollars)

Identification code 69-17-8048

	FY 2014	FY 2015	FY 2016
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Obligations by program activity:			
0900 Total new obligations	13	0	0
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	21	9	9
1020 Adjustment of unobligated bal brought forward, Oct 1	0	0	0
1021 Recoveries of prior year unpaid obligations	0	0	0
1050 Unobligated balance (total)	22	9	9
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation, (trust fund)	0	0	0
1137 Appropriations applied to liquidate contract authority	0	0	0
1160 Appropriation, discretionary (total)	0	0	0
Contract authority, mandatory:			
1621 Unobligated balance of contract authority permanently reduced	0	0	0
1640 Contract authority, mandatory (total)	0	0	0
Spending authority from offsetting collections, discretionary:			
1700 Collected	0	0	0
1701 Change in uncollected customer payments from federal sources	0	0	0
1750 Spending auth from offsetting collections, disc (total)	0	0	0
1900 Budget authority (total)	0	0	0
1930 Total budgetary resources available	22	9	9
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance ,end of year	22	9	9
Change in obligated balance:			
Obligated balance , start of year (net):			
3000 Unpaid obligations, brought forward, Oct 1 (gross)	3	15	5
3001 Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010 Obligations incurred, unexpired accounts	13	0	0
3020 Outlays (gross)	0	-10	-2
Change in uncollected customer payments from Federal sources:			
3040 Recoveries of prior year unpaid obligations, unexpired	0	0	0
3050 Unpaid obligations, end of year	15	5	3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	0	0	0
Outlays, gross:			
4010 Outlays from new discretionary authority	0	0	0
4011 Outlays from discretionary balances	0	10	2
4020 Total outlays, gross (disc)	0	10	2
Offsetting collections from:			
4030 Federal sources (disc)	0	0	0
4040 Offsetting against gross budget authority and outlays (disc)(total)	0	0	0
Additional offsets against gross budget authority only (disc):			
4050 Change in uncollected cust pymnts from federal sources (unexpired)(disc)	0	0	0
4060 Additional offsetts against budget authority only (disc)(total)	0	0	0
4070 Budget authority, net (discretionary)	0	0	0
4080 Outlays net (discretionary)	0	10	2
Mandatory:			
4090 Budget authority, gross	0	0	0
4160 Budget authority, net (mandatory)	0	0	0
4180 Budget authority, net (total)	0	0	0
4190 Outlays net (total)	0	10	2

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

CONTRACT AUTHORITY ESTIMATES

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

CONTRACT AUTHORITY

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

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

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

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

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

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

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

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

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

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

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

APPROPRIATION ESTIMATES	APPROPRIATION
1998.....100,000,000	1998.....
1999.....100,000,000	1999.....
2000.....155,000,000 ¹¹	2000.....(105,000,000) ¹⁴
2001.....187,000,000 ¹²	2001.....177,000,000
	2001 Rescission of Liquidating Cash(389,400) ¹⁵
2002.....204,837,000 ¹³	2002.....205,896,000 ¹⁶
2003.....190,000,000	2003.....190,000,000
	2003 Rescission of Liquidating Cash(1,235,000) ¹⁷
2004.....	2004.....190,000,000
	2004 Rescission of Liquidating Cash(1,121,000) ¹⁸
2005.....	2005.....190,000,000
	2005 Rescission of Liquidating Cash(1,520,000) ¹⁹
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash(5,212,858) ²⁰
2009.....	2009 Rescission of Liquidating Cash(19,571,910) ²¹
2010.....	2010 Rescission of Liquidating Cash(3,232,639)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....\$13,000,000 ²²
2015.....	2015.....

¹¹ Includes \$50 million in revenue aligned budget authority

¹² Includes \$10 million in revenue aligned budget authority

¹³ Includes \$22.837 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 106-159

¹⁴ Transferred to the newly established FMCSA from the FHWA Motor Carrier Safety Grants account

¹⁵ Enacted .22% rescission pursuant to P. L. 106-554

¹⁶ Includes \$23.896 million in revenue aligned budget authority as authorized in 23 U.S.C. 110, as amended by P.L. 106-159, pursuant to P.L. 107-87

¹⁷ Enacted 0.65% rescission pursuant to P.L. 108-7

¹⁸ Applied 0.59% rescission pursuant to FY 2004 enacted, P.L. 108-199

¹⁹ Applied 0.8% rescission pursuant to FY 2005 enacted, P.L. 108-447

²⁰ Rescission of prior year carryover P.L. 110-161

²¹ Rescission of prior year carryover P.L. 111-8

²² Unobligated contract authority carryover P.L. 113-76

NATIONAL MOTOR CARRIER SAFETY PROGRAM

No funds are requested for the National Motor Carrier Safety Program during FY 2016. During FY 2014, Congress provided \$13.0 million to bolster FMCSA's facility funds. These funds were 100% obligated and are no longer available for obligation.

MOTOR CARRIER SAFETY

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

(In thousands of dollars)

Identification code 69-17-8055

FY 2014 FY 2015 FY 2016
Actuals Enacted Request

Obligations by program activity:				
0900	Total new obligations	0	0	0
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	2	3	3
1020	Adjustment of unobligated bal brought forward, Oct 1	0	0	0
1021	Recoveries of prior year unpaid obligations	1	0	0
1050	Unobligated balance (total)	3	3	3
Budget authority:				
Appropriations, discretionary:				
1160	Appropriation, discretionary (total)	0	0	0
Contract authority, discretionary:				
1521	Unobligated balance of contract authority permanently reduced	0	0	0
1540	Contract authority, discretionary (total)	0	0	0
Contract authority, mandatory:				
1621	Unobligated balance of contract authority permanently reduced	0	0	0
1640	Contract authority, mandatory (total)	0	0	0
Spending authority from offsetting collections, discretionary:				
1700	Collected	0	0	0
1701	Change in uncollected customer payments from federal sources	0	0	0
1750	Spending auth from offsetting collections, disc (total)	0	0	0
1900	Budget authority (total)	0	0	0
1930	Total budgetary resources available	3	3	3
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance ,end of year	3	3	3
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1 (gross)	2	1	1
3001	Adjustments to unpaid obligations, brought forward, Oct 1	0	0	0
3010	Obligations incurred, unexpired accounts	0	0	0
3020	Outlays (gross)	0	0	0
3040	Recoveries of prior year unpaid obligations, unexpired	-1	0	0
3050	Unpaid obligations, end of year (gross)	1	1	1
3060	Uncollected pymts, Fed sources, end of year	0	0	0
3061	Adjustments to uncollected paymtnets, Fed sources brought forward	0	0	0
3070	Change, uncoll cust payments, Fed sracs, unexp	0	0	0
3090	EOY: Uncoll cust. Payments from Fed. Sracs	0	0	0
Memorandum (non-add entries)				
3100	Obligated balance , start of year:	2	1	1
3200	Obligated balance , end of year:	1	1	1

Budget authority and outlays, net:**Discretionary:**

4000	Budget authority, gross	0	0	0
4011	Outlays from discretionary balances	0	0	0
4020	Total outlays, gross (disc)	<u>0</u>	<u>0</u>	<u>0</u>
	Offsetting collections from:			
4030	Federal sources (disc)	0	0	0
4040	Offsetting against gross budget authority and outlays (disc)(total)	0	0	0
	Additional offsets against gross budget authority only (disc):			
4050	Change in uncollected cust pymnts from federal sources (unexpired)(disc)	0	0	0
4060	Additional offsets against budget authority only (disc)(total)	0	0	0
4070	Budget authority, net (discretionary)			
4080	Outlays net (discretionary)	0	0	0

Mandatory:

4090	Budget authority, gross			
4160	Budget authority, net (mandatory)			
4180	Budget authority, net (total)	0	0	0
4190	Outlays net (total)	<u>0</u>	<u>0</u>	<u>0</u>

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

CONTRACT AUTHORITY ESTIMATES

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

CONTRACT AUTHORITY

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

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

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

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

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

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

APPROPRIATION ESTIMATES	APPROPRIATION
2000.....	2000..... 76,058,400 ⁵
2001..... 92,194,000	2001..... 92,194,000
2002..... 139,007,000	2001 Rescission of Liquidating Cash (202,827) ⁶
	2002..... 110,000,000
	2002 Rescission of Liquidating Cash (158,000) ⁷
	2002 Rescission of Liquidating Cash (107,000) ⁸
2003..... 117,464,000	2003..... 117,464,000
	2003 Rescission of Liquidating Cash (763,516) ⁹
	2003 Rescission of Liquidating Cash (200,000) ⁹
2004.....	2004..... 176,070,000
	2004 Rescission of Liquidating Cash (1,532,675) ¹⁰
2005.....	2005..... 257,547,000
	2005 Rescission of Liquidating Cash (2,698,376) ¹¹
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash (32,187,720) ¹²
2009.....	2009 Rescission of Liquidating Cash (2,231,259) ¹³
2010.....	2010 Rescission of Liquidating Cash (6,415,501)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....

⁵ Transferred to the newly established FMCSA from Federal-Aid Highways. (With the enactment of P.L. 106-159, the account again includes funding for Motor Carrier Research)

⁶ Enacted 0.22% rescission pursuant to Public Law 106-554

⁷ Enacted TASC rescission pursuant to Public Law 107-87, as amended by P.L. 107-117

⁸ Enacted rescission pursuant to P.L. 107-206

⁹ Enacted 0.65% and \$200K rescission pursuant to P.L. 108-7

¹⁰ Applied 0.59% and \$494K rescission pursuant to FY 2004 enacted, P.L.108-199

¹¹ Applied 0.8% and \$638K rescission pursuant to FY 2005 enacted, P.L. 108-447

¹² Rescission of prior year carryover P.L. 110-161

¹³ Rescission of prior year carryover P.L. 111-8

MOTOR CARRIER SAFETY

No funds are requested for the Motor Carrier Safety program during FY 2016.

Research Development and Technology

EXHIBIT IV-1

RESEARCH, DEVELOPMENT & TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
BUDGET AUTHORITY
(in thousands of dollars)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION	FY 2014 Actual	FY 2015 Enacted	FY 2016 PRES. BUD	FY 2016 Applied	FY 2016 Development
A. Produce Safe Drivers	4,900	2,465	4,848	3,925	673
1. Produce Safe Drivers	3,500	2,115	4,598	3,925	673
2. Produce Safe Drivers (T)	1,400	350	250	NA	NA
B. Improve Safety of Commercial Vehicles	1,050	2,675	2,835	1,675	-
1. Improve Safety of Commercial Vehicles	-	550	1,675	1,675	-
2. Improve Safety of Commercial Vehicles (T)	1,050	2,125	1,160	NA	NA
C. Produce Safer Carriers	1,000	1,200	1,955	1,955	-
1. Produce Safer Carriers	800	700	1,305	1,305	-
2. Produce Safer Carriers (T)	200	500	650	NA	NA
D. Advanced Safety Through Info-Based Initiatives	1,575	2,770	500	-	-
1. Advanced Safety Through Info-Based Initiatives	275	-	-	-	-
2. Advanced Safety Through Info-Based Initiatives (T)	1,300	2,770	500	NA	NA
E. Enable and Motivate Internal Excellence	475	625	550	300	-
1. Enable and Motivate Internal Excellence	475	125	300	300	-
2. Enable and Motivate Internal Excellence (T)	-	500	250	NA	NA
F. Administrative Expenses	2,482	2,582	2,685	2,456	229
Subtotal, Research & Development	7,532	6,072	10,563	9,661	902
Subtotal, Technology Investment (T)	3,950	6,245	2,810	-	-
Total FMCSA	11,482	12,317	13,373	9,661	902