



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2024

**FEDERAL MOTOR
CARRIER SAFETY
ADMINISTRATION**

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

**FISCAL YEAR 2024 BUDGET
SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

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SUBMISSION FOR THE USE OF THE COMMITTEES FOR APPROPRIATIONS**

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Section 1: Overview

Section 1 – Administrator’s Overview
FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION

FISCAL YEAR 2024 BUDGET SUBMISSION

The Federal Motor Carrier Safety Administration (FMCSA) FY 2024 budget requests **\$951.3 million**, **\$891.3 million** in new contract authority, and **\$60.0 million** in prior year unobligated contract authority, for **1,302 FTE** to regulate and provide safety oversight of commercial motor carriers. In addition to the funding requested in this Budget, the Bipartisan Infrastructure Law (BIL) provides **\$134.5 million** in advance appropriations, for total anticipated budgetary resources of over **\$1.0 billion** to help the Agency strive for a crash-free and fully accountable commercial motor vehicle (CMV) transportation life cycle. This request will allow FMCSA to fulfill the Agency’s Congressionally mandated mission of saving lives by reducing the number and severity of crashes involving large trucks and buses. The Agency performs this mission through education, prevention, technology, research, regulation, enforcement, compliance, and financial assistance. The programs and underlying policies authorized by the BIL will provide the resources to strengthen the safety focus needed to reduce crashes and fatalities involving CMVs.

Specifically, FMCSA is requesting the following in contract authority, in line with BIL authorizations:

- **Motor Carrier Safety Operations and Programs: \$435.0 million,**
- **Motor Carrier Safety Grants: \$516.3 million.**

This level also includes **\$60 million** in prior year unobligated contract authority balances to support the following two Priority Initiatives:

- **\$24 million:** Medium-duty truck crash causal factors study,
- **\$36 million:** Acceleration of IT modernization.

And anticipates the following mandatory advance appropriations from the General Fund, as specified in BIL:

- **Motor Carrier Safety Operations and Programs: \$10.0 million,**
- **Motor Carrier Safety Grants: \$124.5 million.**

The primary mission of FMCSA is **Safety**. In carrying out its safety mandate, FMCSA embraces and plays a vital role in the Department's National Roadway Safety Strategy (NRSS)¹. The NRSS sets a vision of zero fatalities on our nation's roadways, outlines steps DOT will take to advance towards this goal and lays out a number of priority actions for FMCSA. Coupled with the BIL requirements, these actions are designed to ensure that motor carriers and drivers operate safely, through research initiatives, compliance interventions, training requirements, medical fitness standards, and outreach efforts. Furthermore, rulemaking that requires the use of proven commercial vehicle safety technologies has the potential to significantly reduce serious and fatal crashes. Finally, FMCSA continues efforts to modernize its IT systems, ensuring that motor carrier safety data is current and accurate. This will prevent unsafe motor carriers from operating, allow authorities to remove unsafe motor carriers and drivers from the road, and continue to support safe motor carriers as they move America's goods.

- FMCSA will continue to promote **Safety** through CMV Inspections, Compliance Reviews, New Entrant Safety Audits, and highly visible traffic enforcement against risky driver behavior focused on high crash locations by working closely with Motor Carrier Safety Assistance Program (MCSAP) partners. The MCSAP and High Priority grants will support these efforts.
- Through the Commercial Drivers' License Program Implementation (CDLPI) grant, FMCSA will prioritize **Safety** by making sure that States have the data to remove disqualified and prohibited CMV drivers, such as those who are not medically qualified, did not receive appropriate entry level driver training, tested positive for drug or alcohol use, or have licensing convictions. In addition, grants will support **Economic Strength and Global Competitiveness** by making the process to obtain a CDL more efficient, thus facilitating the driver pipeline into the industry.
- FMCSA will ensure **Safety, Equity, Climate/Sustainability, and Transformation** in executing a robust rulemaking schedule that addresses Safety Fitness Determination, Speed Limiting Devices, Automatic Emergency Braking, Advanced Driver Assistance Systems (ADAS) and Automated Driver Systems (ADS) technology deployment.
- FMCSA will conduct a myriad of research with cross-cutting impacts on **Safety** programs to include the Large Truck Crash Causal Factors Study (LTCCFS), which will identify and analyze contributing factors in CMV-involved crashes, thus allowing crash

¹ <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>

preventative countermeasures to be adopted and deployed by other DOT modes and safety partners. With the additional \$24 million requested from prior year unobligated balances, FMCSA will commence with the second phase of the program focused on crashes involving medium-duty trucks. A Medium-Duty Truck Crash Causal Factor Study (MDTCCFS) will focus on fatal crashes involving Class 3-6 (10,001 – 26,000-pound trucks) that have a USDOT number and are under FMCSA’s jurisdiction.

- FMCSA will broaden its commercial and consumer protection presence by focusing on eliminating transportation ***Inequities*** caused by household good carriers who deliberately hold consumers’ personal belongings hostage and brokers who operate without the proper credentials, all of which can have adverse impacts within communities.
- FMCSA will promote transportation ***Equity*** through activities such as identifying disparities in enforcement; providing temporary relief from safety requirements, where possible and/or in accordance with DOT policies. FMCSA continues to work closely with the Motor Carrier Safety Advisory Committee (MCSAC), Medical Review Board (MRB), Truck Leasing Task Force (TLTF), and Women of Trucking Advisory Board (WOTAB), all of which bring diverse viewpoints to the work of FMCSA.
- FMCSA will stimulate ***Economic Strength and Global Competitiveness*** by proactively working to strengthen America’s supply chains, address bottlenecks, and help lower prices for Americans. This includes executing the Safe Driver Apprenticeship Pilot Program for under 21-year-old CMV drivers and understanding barriers to recruitment and retention in the trucking industry by completing studies on truck driver compensation and detention time required by the BIL. Additionally, with the support of Commercial Driver’s License Program Implementation (CDLPI) grants, State Driver Licensing Agencies (SDLA) will also be completing implementation of the electronic Commercial Driver’s License Information System (CDLIS) data exchange of driver history records between States. SDLAs will be able to improve the accuracy of CDL driver records and use these more accurate records to identify and take unsafe drivers off the road more expeditiously
- FMCSA will address ***Climate and Sustainability*** through research activities that lead to the reduction of greenhouse gas emissions, such as the Electronic or “Level VIII” Roadside Inspection Program, which will implement an operational test of large truck inspections while the vehicles travel at highway speeds, thereby significantly reducing large truck emissions while idling at inspection stations, while also increasing industry efficiency and improving safety.
- FMCSA will promote ***Organizational Excellence*** by using all the hiring methodologies afforded the agency to staff up to meet BIL mandates and opportunities. FMCSA is

establishing a Recruitment Technical Advisory Group (R-TAG) that will implement efforts to attract & recruit people with the right skills that our agency needs to be successful. FMCSA will proactively seek out external stakeholders to promote our brand, creatively and focus on diversity and opportunity. This new program will include two full time HR Specialist (Recruitment) personnel responsible for addressing FMCSA workforce needs, leading recruitment efforts, and partnering with Diversity and Outreach activities. In addition, we will hire two equity coordinators to implement the Department's Equity Action Plan at FMCSA.

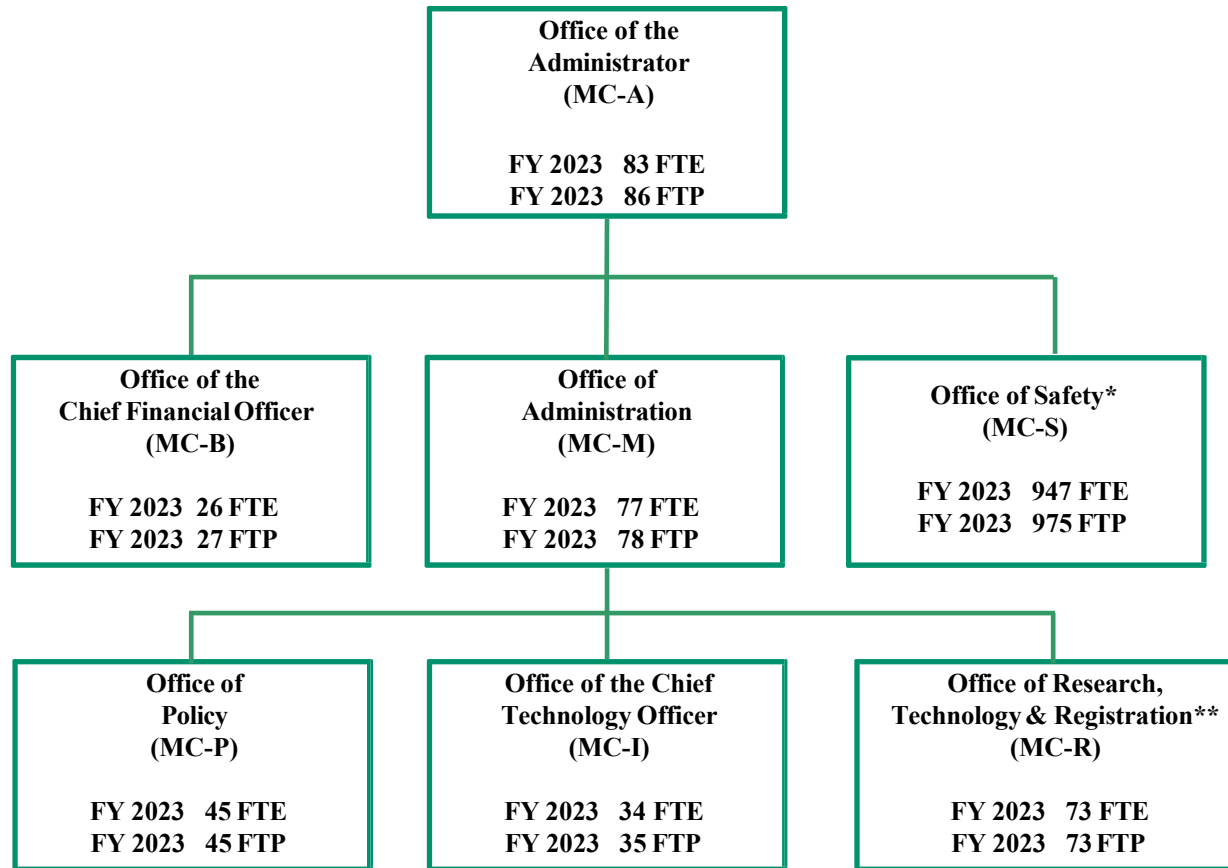
- FMCSA will continue the ***Transformation*** of its multi-year IT modernization to reduce the vast number of individual systems by consolidating onto fewer platforms; maturing the IT governance process; maintaining a strategy to mitigate cybersecurity threats; and assuring data is complete, accurate, timely, and shared between State Driver's Licensing Agencies and other safety enforcement partners throughout the country. Nevertheless, FMCSA has several non-compliant systems in current operation. The additional \$36 million in unobligated million requested from prior year unobligated funds will support FMCSA's IT modernization efforts to be completed by the end FY 2026.

This request facilitates the Administration's and the Department of Transportation's (DOT) priorities of safety, equity, economic strength, climate & sustainability, transformation, and organizational excellence. FMCSA is confident this budget proposal contains the operational and grant resources needed to ensure our actions lead to Safer People, Safer Roads Safer Vehicles, and Safer Speeds driving the Department's efforts to a vision of zero highway fatalities.

Exhibit I-A

Federal Motor Carrier Safety Administration

FY 2023 FTE/FTP Organization Chart



Total FY 2023 FTE Estimate: 1,285 FTE

Total FY 2023 FTP Estimate: 1,319 FTP

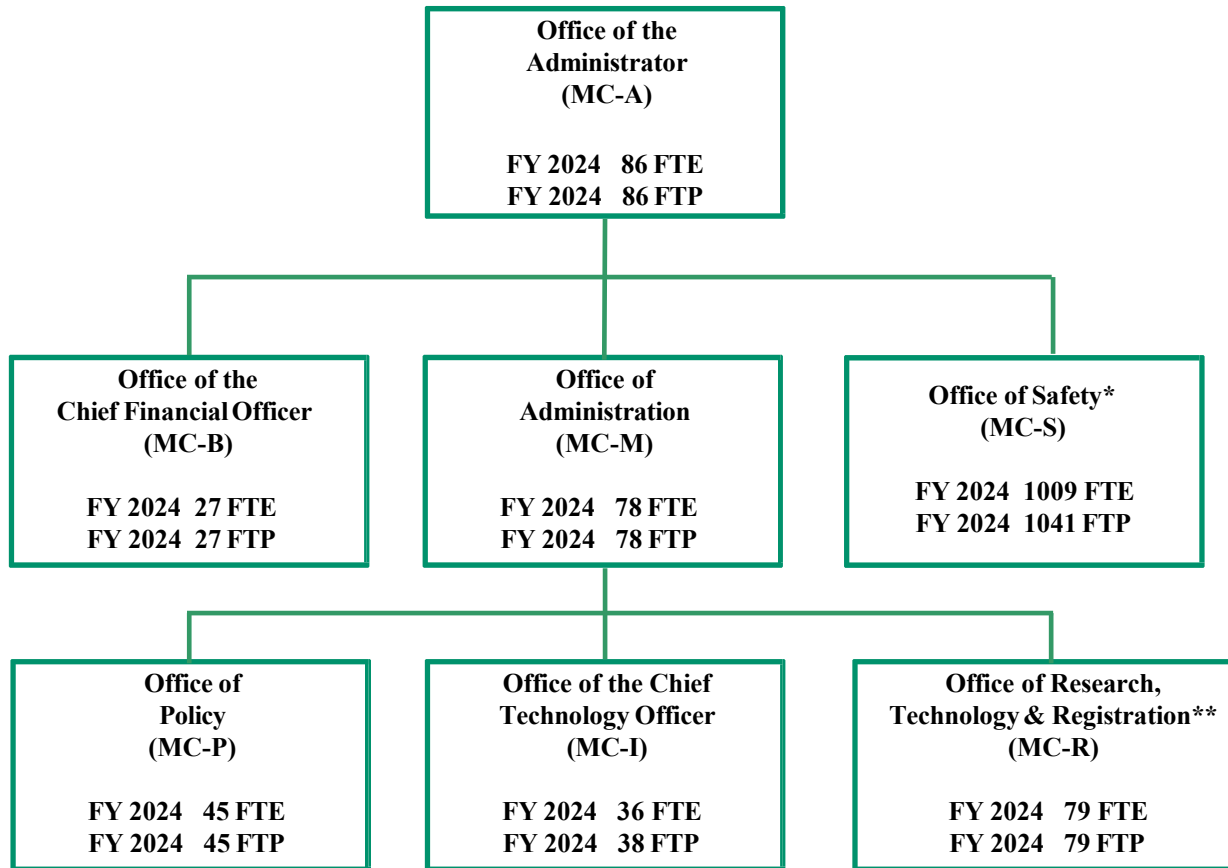
* Includes 7 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 43 FTE funded with Licensing & Insurance (L & I) collected fees

Exhibit I-B

Federal Motor Carrier Safety Administration

FY 2024 FTE/FTP Organization Chart



Total FY 2024 FTE Estimate: 1,360 FTE

Total FY 2024 FTP Estimate: 1,394 FTP

* Includes 9 FTE funded with Drug & Alcohol Clearinghouse (DACH) collected fees

** Includes 49 FTE funded with Licensing & Insurance (L & I) collected fees

Section 2: Budget Summary Tables

EXHIBIT II-1
FY 2024 BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

ACCOUNT NAME	M / D	FY 2022 ENACTED	FY 2023 ENACTED	FY 2024 PRESIDENT'S BUDGET
Base Budget:				
Motor Carrier Safety Operations and Programs (TF)				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 360,000	\$ 367,500	\$ 375,000
Liquidation on Obligation		\$ (360,000)	\$ (367,500)	\$ (375,000)
Rescissions				
Transfers				
Offsets				
Motor Carrier Safety Grants (TF)				
(Transportation Trust Fund Highway Account)				
Contract Authority (subject to limitation)	M	\$ 496,000	\$ 506,150	\$ 516,300
Liquidation on Obligation		\$ (496,000)	\$ (506,150)	\$ (516,300)
Total Base Contract Authority Gross (TF)		\$ 856,000	\$ 873,650	\$ 891,300
<i>[Mandatory BA]</i>		<i>\$ 856,000</i>	<i>\$ 873,650</i>	<i>\$ 891,300</i>
<i>[Discretionary BA]</i>				
Rescissions				
Transfers				
Offsets				
Total Base Budget (Contract Authority) Net		\$ 856,000	\$ 873,650	\$ 891,300
IIJA Supplemental (Division J) (GF)				
Motor Carrier Safety Operations and Programs (GF)	D	\$ 134,500	\$ 134,500	\$ 134,500
Motor Carrier Safety Grants (GF)	D	\$ 10,000	\$ 10,000	\$ 10,000
Motor Carrier Safety Grants (GF)	D	\$ 124,500	\$ 124,500	\$ 124,500
Grand Total, All Appropriations		\$ 990,500	\$ 1,008,150	\$ 1,025,800

EXHIBIT II-2
FY 2024 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNT NAME	M / D	FY 2022 ACTUAL	FY 2023 ENACTED	FY 2024 PRESIDENT'S BUDGET
Motor Carrier Safety Operations and Programs (TF)	M	\$ 341,000	\$ 367,500	\$ 435,000
Operating Expenses		\$ 289,593	\$ 290,329	\$ 297,829
Research and Technology		\$ 16,073	\$ 14,073	\$ 38,073
Information Technology		\$ 35,334	\$ 63,098	\$ 99,098
Motor Carrier Safety Grants (TF)	M	\$ 533,000	\$ 506,150	\$ 516,300
Motor Carrier Safety Assistance Program (MCSAP)		\$ 390,200	\$ 398,500	\$ 406,500
Commercial Motor Vehicle (CMV) Operator Grant Program		\$ 1,100	\$ 1,200	\$ 1,300
High Priority Activities Program (HPAP)		\$ 56,900	\$ 58,800	\$ 60,000
Commercial Drivers' License (CDL) Program Implementation Program		\$ 41,800	\$ 42,650	\$ 43,500
CMV Enforcement Training & Support (CMVETS)		\$ -	\$ 5,000	\$ 5,000
Border Maintenance & Modernization		\$ 43,000	\$ -	\$ -
TOTALS				
Gross New Budgetary Resources		\$ 874,000	\$ 873,650	\$ 951,300
TOTAL BUDGETARY RESOURCES:		\$ 874,000	\$ 873,650	\$ 951,300
IIJA Supplemental (Division J)		\$ 105,200	\$ 134,500	\$ 134,500
Motor Carrier Safety Operations and Programs (GF)		\$ -	\$ 10,000	\$ 10,000
Motor Carrier Safety Grants (GF)		\$ 105,200	\$ 124,500	\$ 124,500
Grand Total, All Appropriations		\$ 979,200	\$ 1,008,150	\$ 1,085,800

EXHIBIT II-3
 FY 2024 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
 Appropriations, Obligation Limitation, and Exempt Obligations
 FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
 (\$000)

	Safety	Economic Strength	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total
Motor Carrier Safety Operations and Programs	\$ 128,637	\$ 378	\$ 1,724	\$ 649	\$ 3,653	\$ 299,959	\$ 435,000
Operating Expenses	\$ 596,456	\$ -	\$ 1,400	\$ -	\$ -	\$ 199,973	\$ 297,829
Research and Technology	\$ 32,181	\$ 378	\$ 324	\$ 649	\$ 3,653	\$ 888	\$ 38,073
Information Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,098	\$ 99,098
Motor Carrier Safety Grants	\$ 466,500	\$ 43,500	\$ 1,300	\$ -	\$ -	\$ -	\$ 511,300
Motor Carrier Safety Assistance Program (MCSAP)	\$ 406,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 406,500
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ 1,300
High Priority Activities Program (HPAP)	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Commercial Drivers' License (CDL) Program Implementation Program	\$ -	\$ 43,500	\$ -	\$ -	\$ -	\$ -	\$ 43,500
CMV Enforcement Training & Support (CMVETS)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IJA Supplemental Advance Appropriations	\$ 90,000	\$ 16,000	\$ 2,000	\$ -	\$ 26,500	\$ -	\$ 134,500
Operating Expenses	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Motor Carrier Safety Assistance Program (MCSAP)	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Commercial Motor Vehicle (CMV) Operator Grant Program	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
High Priority Activities Program (HPAP)	\$ -	\$ -	\$ -	\$ -	\$ 26,500	\$ -	\$ 26,500
Commercial Drivers' License (CDL) Program Implementation Program	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ 16,000
TOTALS	\$ 685,137	\$ 59,878	\$ 5,024	\$ 649	\$ 30,153	\$ 299,959	\$ 1,080,800

EXHIBIT II-4
FY 2024 OUTLAYS
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)

	<u>M / D</u>	<u>FY 2022 ACTUAL</u>	<u>FY 2023 ENACTED</u>	<u>FY 2024 PRESIDENT'S BUDGET</u>
Motor Carrier Safety		\$ -	\$ -	\$ -
National Motor Carrier Safety Program		\$ -	\$ -	\$ -
Motor Carrier Safety Operations and Program	D	\$ 370	\$ 401	\$ 417
Motor Carrier Safety Grants	D	\$ 411	\$ 486	\$ 546
TOTAL:		<u>\$ 781</u>	<u>\$ 887</u>	<u>\$ 963</u>
IIJA Supplemental (Division J)				
Motor Carrier Safety Operations and Program	M	\$ 7	\$ 9	\$ 10
Motor Carrier Safety Grants	M	\$ 19	\$ 81	\$ 100
Grand Total, Outlays from all Appropriations		<u>\$ 807</u>	<u>\$ 977</u>	<u>\$ 1,073</u>
[Mandatory]		\$ 26	\$ 90	\$ 110
[Discretionary]		\$ 781	\$ 887	\$ 963

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Operations and Programs (TF) 69-X-8159	Baseline Changes									FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 PRESIDENT'S BUDGET
	FY 2022 ACTUAL	FY 2023 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	1179	1235		33						1268	34	1302
L&I FTE (Offsetting Collection)	27	43								43	6	49
DACH FTE (Offsetting Collection)	3	7								7	2	9
Total FTE	1209	1285								1318	42	1360
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits (S&B)	\$168,841	\$182,431	\$1,231	\$4,949	\$7,115	\$699				\$196,424	\$4,949	\$201,373
Travel	\$5,783	\$5,899								\$5,899	(\$899)	\$5,000
Transportation	\$361	\$368							\$7	\$376		\$376
GSA Rent	\$16,067	\$15,359					(\$1,703)			\$13,656		\$13,656
Communications, & Utilities	\$300	\$306							\$6	\$312		\$312
Printing	\$350	\$357								\$357	(\$57)	\$300
Contracts	\$82,250	\$74,784								\$74,784	(\$12,279)	\$62,505
Other Services:												
- WCF	\$8,645	\$9,753							\$3,461	\$13,214		\$13,214
- WCF IM	\$5,943	\$0								\$0		\$0
Supplies	\$550	\$561								\$572		\$572
Equipment	\$236	\$241								\$246		\$246
Insurance Claims and Indemnities	\$267	\$270								\$275		\$275
Gross New Budgetary Authority	\$289,593	\$290,329	\$1,231	\$4,949	\$7,115	\$699	(\$1,703)	\$3,461	\$35	\$306,115	(\$8,286)	\$297,829
PROGRAMS												
Research and Technology	\$16,073	\$14,073								\$14,073	\$24,000	\$38,073
Information Technology	\$23,719	\$37,098								\$24,274	\$36,000	\$60,274
- WCF IM	\$11,615	\$26,000								\$12,824		\$38,824
Programs Subtotal	\$51,407	\$77,171						\$0		\$77,171	\$60,000	\$137,171
TOTAL	\$341,000	\$367,500	\$1,231	\$4,949	\$7,115	\$699	(\$1,703)	\$3,461	\$35	\$383,286	\$51,714	\$435,000

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Operations and Programs (GF) 69-2818 2024/2027	<u>Baseline Changes</u>							FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2024 PRESIDENT'S BUDGET		
	FY 2022 ACTUAL	FY 2023 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent				WCF Increase/ Decrease	Inflation and other adjustments to base
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0	0	
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Motor Carrier Safety Operations and Programs (Admin Expenses)	\$0	\$10,000								\$10,000	\$10,000	
Subtotal	\$0	\$10,000								\$10,000	\$0	\$10,000
TOTAL	\$0	\$10,000								\$10,000	\$0	\$10,000

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Grants (TF) 69-X-8158	Baseline Changes							FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 PRESIDENT'S BUDGET	
	FY 2022 ACTUAL	FY 2023 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent				WCF Increase/ Decrease
PERSONNEL RESOURCES (FTE)											
Direct FTE	0	0							0	0	
GRANT PROGRAMS											
Motor Carrier Safety Grants											
Motor Carrier Safety Assistance Program (MCSAP)	\$390,200	\$398,500							\$398,500	\$8,000	\$406,500
Commercial Motor Vehicle (CMV) Operator Grant Program	\$1,100	\$1,200							\$1,200	\$100	\$1,300
High Priority Activities Program (HPAP)	\$56,900	\$58,800							\$58,800	\$1,200	\$60,000
Commercial Drivers' License (CDL) Program Implementation Program	\$41,800	\$42,650							\$42,650	\$850	\$43,500
CMV Enforcement Training & Support (CMVETS)	\$0	\$5,000							\$5,000	\$0	\$5,000
Border Maintenance & Modernization	\$43,000	\$0							\$0	\$0	\$0
Subtotal	\$533,000	\$506,150							\$506,150	\$10,150	\$516,300
TOTAL	\$533,000	\$506,150							\$506,150	\$10,150	\$516,300

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

Motor Carrier Safety Grants (GF) 69-2817 2024/2027	Baseline Changes							FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 PRESIDENT'S BUDGET		
	FY 2022 ACTUAL	FY 2023 ENACTED	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent				WCF Increase/ Decrease	Inflation and other adjustments to base
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	0								0	0	
GRANT PROGRAMS												
Motor Carrier Safety Grants												
Motor Carrier Safety Assistance Program (MCSAP)	\$76,000	\$80,000								\$80,000	\$80,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$2,000	\$2,000								\$2,000	\$2,000	
High Priority Activities Program (HPAP)	\$24,000	\$26,500								\$26,500	\$26,500	
Commercial Drivers' License (CDL) Program Implementation Program	\$3,200	\$16,000								\$16,000	\$16,000	
Subtotal	\$105,200	\$124,500								\$124,500	\$0	\$124,500
TOTAL	\$105,200	\$124,500								\$124,500	\$0	\$124,500

**EXHIBIT II-6
WORKING CAPITAL FUND
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(\$000)**

	<u>FY 2022 ACTUAL</u>	<u>FY 2023 ENACTED</u>	<u>FY 2024 PRESIDENT'S BUDGET</u>
DIRECT:			
Motor Carrier Safety Operations and Programs	\$ 26,203	\$ 35,753	\$ 52,038
TOTAL	<u><u>\$ 26,203</u></u>	<u><u>\$ 35,753</u></u>	<u><u>\$ 52,038</u></u>

**EXHIBIT II-7
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
PERSONNEL RESOURCE -- SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	FY 2022 ENACTED	FY 2023 ENACTED	FY 2024 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,179	1,235	1,302
<i>IIJA (non-add)</i>	23	56	67
<i>Baseline (non-add)</i>	1,156	1,179	1,235
SUBTOTAL, DIRECT FUNDED	<u>1,179</u>	<u>1,235</u>	<u>1,302</u>
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct License & Insurance (L & I) Fee Collection*	27	43	49
Direct Drug and Alcohol Clearinghouse (DACH) Fee Collection**	3	7	9
SUBTOTAL, OTHER	<u>30</u>	<u>50</u>	<u>58</u>
TOTAL FTEs	<u>1,209</u>	<u>1,285</u>	<u>1,360</u>

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

**FMCSA collects fees and resources DACH programs in accordance with 49 U.S.C. § 31306a(e)

**EXHIBIT II-8
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS**

	FY 2022 ENACTED	FY 2023 ENACTED	FY 2024 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Motor Carrier Safety Operations and Programs	1,201	1,269	1,336
<i>IIJA (non-add)</i>	45	68	67
<i>Baseline (non-add)</i>	1,156	1,201	1,269
SUBTOTAL, DIRECT FUNDED	1,201	1,269	1,336
<u>OTHER--OFFSETTING COLLECTIONS</u>			
Other			
Direct License & Insurance (L & I) Fee Collection*	27	43	49
Direct Drug and Alcohol Clearinghouse (DACH) Fee Collection**	3	7	9
SUBTOTAL, OTHER	30	50	58
TOTAL POSITIONS	1,231	1,319	1,394

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

**FMCSA collects fees and resources DACH programs in accordance with 49 U.S.C. § 31306a(e)

Section 3: Budget Request by Appropriation

Section 3A - Motor Carrier Safety Operations and Programs

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31110 of title 49, United States Code, as amended by the Infrastructure Investment and Jobs Act (Public Law 117-58), \$346,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That funds available for implementation, execution, or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of \$435,000,000, for "Motor Carrier Safety Operations and Programs" for fiscal year 2024, of which \$60,000,000 is to be transferred and made available from prior year unobligated contract authority provided for Motor Carrier Safety Grants or Motor Carrier Safety Operations and Programs in the current or prior appropriations or authorization Acts. *Provided further*, that of the sums appropriated under this heading:

(1) not less than \$99,098,000, to remain available for obligation until September 30, 2026, is for development, modernization, enhancement, and continued operation and maintenance of information technology and information management;

(2) not less than \$14,073,000, to remain available for obligation until September 30, 2026, is for the research and technology program; and

(3) not less than \$24,000,000, to remain available for obligation until expended, is for a study of the causal factors of fatal medium-duty truck crashes: *Provided further*, That the activities funded by the previous proviso may be accomplished through direct expenditure, direct research activities, grants, cooperative agreements, contracts, intra- or inter agency agreements, or other agreements with public organizations: *Provided further*, That such amounts, payments, and obligation limitation as may be necessary to carry out the study of the causal factors of fatal medium duty truck crashes may be transferred and credited to appropriate accounts of other participating Federal agencies.

EXHIBIT III-1
Motor Carrier Safety Operations and Program (69-X-8159) (69-2818 2024/2027)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2022	FY 2023	FY 2024
	ACTUAL	ENACTED	PRESIDENT'S
			BUDGET
Operating Expenses (TF)	\$ 289,593	\$ 290,329	\$ 297,829
Research and Technology (TF)	\$ 16,073	\$ 14,073	\$ 38,073
Information Technology (TF)	\$ 35,334	\$ 63,098	\$ 99,098
TOTAL, Base appropriations	\$ 341,000	\$ 367,500	\$ 435,000
FTEs			
Direct Funded	1,179	1,235	1,302
Direct L&I Fee Collection	27	43	49
Direct DACH Collection	3	7	9
IIJA Supplemental Advance Appropriations			
Operating Expenses (GF)	\$ -	\$ 10,000	\$10,000
TOTAL, Supplemental appropriations	\$ -	\$ 10,000	\$ 10,000
TOTAL	\$ 341,000	\$ 377,500	\$ 445,000

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. FMCSA will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers, and service providers from operation. Funding supports Nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods; and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMCSA regulations. Resources are also provided to fund regulatory development and implementation, investment in research and technology with a focus on research regarding highly automated vehicles and related technology, and information technology/management, safety outreach, and education.

- The Fiscal Year 2023 Joint Explanatory Statement accompanying the Fiscal Year 2023 Omnibus directed FMCSA to include the current status of the border crossing capital improvement program in its annual budget request. The current status is under administration review, and FMCSA will submit the approved program plan to the House and Senate Committees on Appropriations.

- House Report 117-402 directed the FMCSA to complete the hours of service safety data analysis. The hours of service safety data analysis is under administration review, and FMCSA will provide the analysis to the House and Senate Committees on Appropriations once approved.

EXHIBIT III-1a
Motor Carrier Safety Operations and Program (69-X-8159)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2024
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$367,500</u>	<u>1,285</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$1,231	
Annualization of new FY 2023 FTE	\$4,949	33
FY 2024 Pay Raises	\$7,115	
Adjustment for Compensable Days (261)	\$699	
GSA Rent	(\$1,703)	
Working Capital Fund	\$3,461	
Inflation and other adjustments to base	\$35	
SUBTOTAL, ADJUSTMENTS TO BASE	\$15,786	1318
PROGRAM REDUCTIONS		
Travel	(\$899)	
Printing	(\$57)	
Contracts	(\$12,279)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$13,235)	0
PROGRAM INCREASES		
Salaries & Benefits	\$4,949	42
Research & Technology	\$24,000	
Information Technology	\$36,000	
SUBTOTAL, PROGRAM INCREASES	\$64,949	42
FY 2024 REQUEST	\$435,000	1,360
Supplemental Appropriations	\$10,000	
TOTAL	\$445,000	1,360

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

FY 2024 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$11,457	\$12,261	\$13,193	\$932
Program Costs	\$9,923	\$9,171	\$8,338	(\$833)
Total	\$21,379	\$21,432	\$21,531	\$99
FTE	80	83	86	3

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

FMCSA requests **\$21.5 million** and **86 FTE** to support the Office of the Administrator in FY 2024. The Office of the Administrator contains key leadership positions within FMCSA, including the Administrator, Deputy Administrator, Office of the Executive Director / Chief Safety Officer, Office of Chief Counsel, Office of Civil Rights, Office of Government Affairs, Office of External Affairs, and Executive Secretariat. The Administrator provides executive direction for the FMCSA headquarters and field offices and is directly accountable to the Secretary and Deputy Secretary of the Department of Transportation for a successful mission and program accomplishments. The Administrator advises the Secretary on all CMV safety matters and leads efforts in economic growth, climate solutions, fair and equitable compliance investigations, and CMV contributions to America’s supply chain. The Office of the Administrator represents FMCSA and promotes the agency’s safety- first mission within the Department and with other Federal agencies, the legislative branch, all stakeholders, and State and industry partners.

The Office of the Administrator’s staff work across the Agency and Department to ensure success in implementing the Bipartisan Infrastructure Law through execution of the National Roadway Safety Strategy by prioritizing safety, modernizing FMCSA’s IT, enabling new technology, implementing a robust regulatory agenda, and increasing government efficiency and effectiveness.

Office of Chief Counsel

The Office of the Chief Counsel provides legal services for all aspects of FMCSA programs and functions, including the following:

- Development of CMV and highway safety regulations.
- Preparation of emergency declarations to provide limited regulatory relief for interstate motor carriers providing direct assistance in the delivery of goods and services during National and regional emergencies.
- Review of waiver requests, exemption applications, and petitions for rulemaking.
- Efficient and effective and fair enforcement of safety regulations.
- Equitable and speedy administrative review of alleged violations.
- Oversight of grant funding.
- Ensuring equity in contracting, personnel, and employment decision making.

This office also provides technical and substantive feedback on legislation and develops clear guidance documents for regulated entities to encourage compliance.

MC-CC consists of four divisions. The Office's Regulatory and Legislative Affairs Division reviews current and proposed regulations to evaluate safety effectiveness, assesses compliance with administrative procedural requirements, and ensures that rules are data driven, cost-effective, equitable, and compliant with the National Environmental Policy Act and other applicable statutes. The attorneys also review Agency guidance to ensure that it aligns with regulatory goals and encourages compliance. Their legal reviews confirm that FMCSA's regulatory actions complement the strategic priorities of Executive Orders and account for Administration initiatives supporting equity considerations, economic growth, and inclusion. In furtherance of enterprise risk management goals, these attorneys communicate to FMCSA's Federal, State, and industry partners the Agency's regulatory vision for highway safety. Their work also includes technical assistance to Congressional committees and individual members of Congress in the development and review of legislation affecting Agency authorizations and safety oversight.

The Enforcement and Litigation Division delivers legal services to multiple program offices regarding compliance and enforcement issues and prosecutes regulatory violations to ensure motor carrier safety and resiliency in the commercial transportation system. These attorneys also defend enforcement decisions, final rules, and other agency actions in Federal court. In coordination with the Office of the Secretary of Transportation (OST), the Division is responsible for shaping the legal framework to adopt innovative transportation technologies to improve safety, ensure the resilience of the transportation system, and promote sustained economic growth.

Adjudication attorneys perform administrative reviews of safety rating petitions, civil penalty cases, imminent hazard out-of-service orders, operating authority registration denials, record consolidation orders, and other matters based on alleged regulatory violations to ensure that motor carriers receive equitable substantive and procedural due process when challenging an enforcement action.

General Law Division attorneys provide advice and counsel to program offices on contracting, employment, ethics, privacy, tort litigation, fiscal oversight, and grants. With over half of the FMCSA's annual budget allocated to grants, the Office of Chief Counsel reviews grant documents annually to ensure that grant funds are spent in accordance with Congressional intent and that there is no waste, fraud, or abuse of Federal funding.

Office of Civil Rights

On June 25, 2021, President Biden signed Executive Order (EO) 14035, *Advancing Diversity, Equity, Inclusion, and Accessibility (DEIA) in the Federal Workforce*. This EO launched a whole-of-government initiative to cultivate a federal workforce that draws from the full diversity of the Nation and advances equitable employment opportunities. Notably, this initiative will advance the opportunity for all communities, including those that have historically faced employment discrimination and professional barriers, such as people of color, women, first-generation professionals and immigrants, individuals with disabilities, including lesbian, gay, bisexual, transgender, queer, gender non-conforming, and non-binary (LGBTQ+) persons, Americans who live in rural areas, older Americans, parents and caregivers, people of faith, formerly incarcerated individuals, and veterans and military spouses.

FMCSA is committed to providing equal opportunities to employees and job applicants from all communities while fostering a work environment where all personnel feel included, valued, and essential in the fulfillment of FMCSA's mission.

The Office of Civil Rights (OCR) is responsible for overall executive planning, direction, and control of a national civil rights program. OCR formulates and implements civil rights policies and objectives, conducts evaluations, and modifies activities to achieve its goals. It also provides leadership, policy, and guidance on human rights to Federal, State, metropolitan and local governments, and private groups and organizations.

In FY 2024, the OCR will continue to advance a culture that embeds DEIA throughout the entire Agency, serves as a model for DEIA within the DOT, provides technical advice and guidance on civil rights matters to FMCSA grant recipients and sub-grantees, and ensures that grantees comply with applicable civil rights laws and regulations.

Office of Government Affairs

The Office of Governmental Affairs serves as the primary point of contact for BIL implementation updates among Congress and stakeholders and tracks the progress for internal use, including the intersection between the BIL and the NRSS. The Office of Government Affairs is responsible for the development and coordination of Congressional briefings, coordinating technical assistance across the Agency, and hearing preparation within FMCSA and the Department. This office serves as FMCSA's liaison between the Agency and Congress, other Executive Branch agencies, State, and local governments, and the CMV industry on agency programs, policies, rulemaking, and other initiatives. In addition, the Office of Governmental Affairs serves as the modal point of contact for the Secretary's Congressional Affairs office. Government affairs is also responsible for proactively engaging with Congress and stakeholders on Agency actions.

Office of External Affairs

The Office of External Affairs is responsible for the Agency's messaging and public perception in coordination with the Office of the Secretary and other FMCSA program offices.

The Office of External Affairs will strategically broaden and strengthen public engagement and outreach by creating newsworthy media opportunities and leveraging community and stakeholder outreach initiatives. BIL has afforded External Affairs the opportunity to increase its footprint among underserved communities by promoting its equity and grant programs to educate those populations about the Department's safer roads for all [NRSS strategy](#). The Office of External Affairs will implement a comprehensive communications strategy that will encompass new communications tools and tactics to effectively engage and educate the motoring public about FMCSA's safety mission and vision as it works to zero fatalities on our nation's roadways.

The Office of External Affairs will also continue to foster creative solutions to achieve common goals to improve highway safety, save lives, and reduce crashes involving large trucks and buses. Under External Affairs, the Office of Outreach and Education will strengthen FMCSA's position as a champion of CMV safety by continuing its partnership with industry and safety groups and educating the public about driving safely around CMVs. The office will provide an educational component to the data-driven, high-visibility traffic enforcement initiatives, such as *SafeDRIVE* and *Together, Make I-81 Safer*, through strategic media placements and outreach efforts that target both CMV and passenger vehicle drivers.

The Office of External Affairs will continue working with the Office of Policy to support the Women of Trucking Advisory Board (WOTAB) and the Truck Leasing Task Force (TLTF), two Federal Advisory Committee Act (FACA) groups mandated by the BIL. In FY 2024, the groups will complete their reports addressing certain equity issues and the impact those issues have on highway safety for women and owner-operators entering the industry, respectively. The

WOTAB will consider obstacles to the recruitment, retention, and equitable treatment of women in the workforce, while the TLTF will aim to promote transparency and fairness to drivers by examining certain challenges with the leasing arrangements that drivers may sign when entering the industry.

Advertisements will direct traffic to the *Our Roads, Our Safety* website, which provides communication tools and safe driving resources to be shared by State and local partners, as well as the public. The Office of Outreach and Education will continue the consumer moving fraud prevention outreach campaign *Protect Your Move* to inform the public about illegal business practices by dishonest moving companies and brokers and educate them on resources to protect themselves from deceitful activities.

Outreach's activities are strategically coordinated with cross-agency safety initiatives through external and internal integrated marketing campaigns, paid media, social media, conferences, educational materials, exhibits, videos, websites, and publications. Specifically, FMCSA and NHTSA partner to increase safety belt usage in passenger vehicles, large trucks, and buses. A national safety belt campaign will be developed and implemented to increase safety belt usage and raise awareness among CMV drivers about the importance of wearing a safety belt while driving or riding in a commercial motor vehicle.

Increased emphasis will be on engaging the FMCSA field offices to help leverage State resources and generate greater awareness of FMCSA's grant programs to increase diversity and equity among applicants and awardees. Outreach will expand the work zone awareness program to a nationwide safety awareness effort to reduce crashes and fatalities in work zones.

Office of Executive Secretariat

The Executive Secretariat is responsible for coordinating all inquiries from external stakeholders, Congress, and the Office of the Secretary. The Executive Secretariat ensures that the Agency appropriately tracks all questions and responses signed by the Administrator and Deputy Administrator, including, but not limited to Federal Registry Notices, Petitions for Waivers and Exemptions, and Congressional inquiries on behalf of constituents. The Office of the Executive Secretariat works closely with Program Offices to ensure they follow proper procedures in the Electronic Data Management System (EDMS).

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

The Office of the Administrator provides strategic program management and mission support for the entire agency, coordinating with senior leadership to maintain a proactive mission-centric organization. This enables FMCSA to prioritize projects, track safety metrics, and manage

resources that support the agency in fulfilling its mission efficiently and effectively. The public benefits from the safety programs employed at FMCSA and collaborative stakeholder engagement so that safety is a shared priority of Federal, State, local governments, and industry. The Office of the Administrator is responsible for tracking and reporting FMCSA's implementation of BIL, and updating Congress, stakeholders, and the public of the Agency's progress. The public will benefit from the successful implementation of the historic BIL and NRSS through increased safety on our roadways and a more resilient supply chain.

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

On June 25, 2021, President Biden signed Executive Order (EO) 14035, *Advancing Diversity, Equity, Inclusion, and Accessibility (DEIA) in the Federal Workforce*. This EO launched a whole-of-government initiative to cultivate a federal workforce that draws from the full diversity of the Nation and advances equitable employment opportunities. Moreover, this initiative will advance opportunity for all communities, including those that have historically faced employment discrimination and professional barriers. The Office of Civil Rights is critical to ensuring that the FMCSA fosters a workforce that reflects the diversity of the America we serve; and generates innovation, engagement, and understanding that keeps the agency connected to every American. FMCSA plays an active role in DOT's mission to ensure America has the safest, most efficient, and modern transportation system in the world, which boosts our economic productivity and global competitiveness and enhances the quality of life in communities both rural and urban.

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

FY 2024 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$3,580	\$3,841	\$4,142	\$301
Program Costs	\$9,923	\$9,171	\$8,338	(\$833)
Total	\$13,503	\$13,012	\$12,480	(\$532)
FTE	25	26	27	1

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

FMCSA requests **\$12.5 million** and **27 FTE** to fund the Office of the Chief Financial Officer (OCFO) in FY 2024. The OCFO’s responsibilities are set forth in various statutes, regulations, and executive orders, including the CFO Act of 1990, and multiple OMB Circulars to include A-11, *Preparation, Submission, and Execution of The Budget*; A-136, *Financial Reporting Requirements*; the *Uniform Guidance for Grants*, and A-123, *Management's Responsibility for Internal Control*. The OCFO ensures that FMCSA adheres to the appropriations levels set by Congress while executing the Agency’s statutory mandates and safety mission-critical programs. This office is FMCSA’s primary liaison with the Office of Management and Budget (OMB), as well as with Congressional staff members of the House and Senate Appropriations and Budget committees for the formulation and execution of the Agency’s budget. It provides financial operational support, fiduciary accounting and reporting for Federal funds, and timely and accurate management information in support of the Agency’s primary mission of safety. It also ensures compliance with financial statutes, laws, regulations, and standards as set forth by external and internal governance bodies and stakeholders; aligns and integrates financial systems and processes; and provides assurance that financial accountability, credibility, and integrity are maintained.

In FY 2024, the OCFO will promote **Safety** by providing the Program Offices with resources and information. The OCFO will expand agency financial status reporting through increased outreach and training initiatives aimed at improved budget formulation, spend plan management, and obligation establishment and maintenance. Outreach and training benefits include enhancing the Agency’s execution portfolio and ensuring accurate reporting that will aid in agency financial management decision making. Activities may include the incorporation of guest instructors, the

creation of a Chief Financial Officer “academy,” which will formalize the agency teaching construct designed to enhance and improve financial literacy and appropriations management. The OCFO will also work with the Office of the Chief Technology Officer (OCTO) to pursue the system development (and accompanying maintenance) for a platform that would improve status reporting from the Procurement Information System for Management (PRISM). Additionally, OCFO will work to align their workload with the Office of Acquisitions Management more closely to provide a transparent, unified, and improved management process for awarding and tracking procurement from the commitment through expense of Federal funds to reduce the risk of erroneous or invalid obligations and improper payment violations.

The OCFO will promote *Equity* through establishing, coordinating, and participating with the OHR and OCR at the Agency and Departmental level for mentoring, internships, or other types of programs aimed at educating and/or recruiting Federal financial analysts and managers. Furthermore, the OCFO will increase the promotion of and OCFO staff participation in more global DOT and agency initiatives. Funding will be used for training, travel, and outreach materials.

The OCFO will continue its collaboration with OST to fully participate in the following initiatives: preparation, execution, and operation of administrative functions under the Department’s Shared Services program; final analysis and close-out of long-term open grants and reports, as required by OMB Circular A-136; reporting of obligations for the Digital Accountability and Transparency Act (DATA Act) to make financial information more complete, trackable, and usable; E-Invoicing implementation to streamline payment processes and support compliance for the Payment Integrity Information Act of 2019 requirements; G-Invoicing for transactions; and establishment of better accounting financial reporting either through the Oracle Business Intelligence Enterprise Edition or other available mechanisms to enhance financial management reconciliation and reporting activities.

More than half (62%) of the overall FMCSA funding directly supports States and FMCSA safety partners through the formula and discretionary grant programs. The grant process requires FMCSA to sustain resources for a comprehensive grants system, to incorporate recipient information and data management of the full grants life cycle – pre-award, award, monitor, manage, close-out, and audit. The detailed technical work of the Grant Management Office (GMO) within the OCFO adheres to all Federal regulations in its grants process and ensures that the proposed budget request of \$641 million distributed by FMCSA through the formula and discretionary grants properly support base programs and other innovative solutions that result in greater safety and fewer crashes. FMCSA grant activities are carried out in each of the 50 States and U.S. territories, the District of Columbia, and Puerto Rico. The grants program supports FMCSA’s highest priority; *Safety*, and requires continued focus on employee expertise, process improvements, and grant reporting, including both financial and performance.

As the Federal awarding agency for major transportation safety grants, FMCSA and the pass-through entity (a recipient that distributes awards funds to other non-federal entities/prime recipient) is responsible for financial, programmatic, and performance monitoring of the recipients and sub-recipients of Federal financial assistance. There are several ways to successfully monitor activities of a recipient as an ongoing process that provides insight into potential areas of noncompliance. In FY 2024, the GMO will collaborate with the FMCSA Program Office to implement an enhanced monitoring process focused on site visits that occur at a recipient's office or program location. GMO personnel will review the capacity, performance, and compliance of a recipient, including examination of its premises, documentation, financial records, written policies and procedures, internal controls, audit compliance records, and physical assets, as well as interview recipient personnel. Site visits will address specific issues, such as evaluating the population being reached, determining the fidelity of the program delivery, examining data collection processes and documenting reviews of how outcomes are analyzed, and reviewing compliance, including to Title VI of the Civil Rights Act of 1964. Site visits can be planned or triggered by unexpected events, such as: negative publicity involving safety violations or crash fatalities, serious findings by auditors, or recipient requests for technical assistance. Site visits are an effective step to ensure adherence to safety laws and regulations.

Working with the Office of the Chief Technology Officer (OCTO), the OCFO provides program requirements and general oversight over the use of financial data through the Agency's Resource Management Tool (RMT), one of several management dashboards using a data visualization platform. RMT supports greater transparency and provides a tool for analysis, data discovery, and risk mitigation. By using the tool, organizational leaders can target resources toward their greatest needs and maximize return on investment. OCFO oversees the use and availability of on-demand updates to FMCSA obligation rates and ensures that leadership is receiving information to monitor mission spending during the full budget execution cycle to promote strong funds management. Visualization tools support data-driven decision-making across the Agency and are a key factor in OCFO's plans to pursue more refined cost estimates and projections; provide greater BIL spending transparency; and support agency leadership risk management activities by mapping resources to program outputs and results.

The OCFO creates efficiency in its finance and accounting activities by sustaining resources for a common accounting system and processing all financial transactions through the Federal Aviation Administration's Enterprise Service Center (ESC) in Oklahoma City, OK. Using the Delphi Financial Systems, FMCSA's accounting system of record, and collaborating with the ESC, the OCFO produces financial statements; acts as audit liaison for financial reporting activities; reviews/audits, records, analyzes, and reconciles accounts payable and accounts receivable financial transactions; and provides oversight of the Agency's travel card and travel

management program, as well as the e-Travel system. Properly aligning transactional information to address program offices' needs to enable them to pursue the Agency's safety mission is the cornerstone of OCFO operations and requires continuous outreach and customer assistance across the agency.

OMB Circular A-123, *Management's Responsibility for Enterprise Risk Management and Internal Control*, and the CFO Act of 1990 direct Federal agencies to have an internal controls program that initially focused on controls for financial reporting, but now encompasses reviewing managers' internal controls over all critical processes across the Agency. A manager's internal controls program is important for all managers to assure leadership that the functions they perform are efficient and within legal and regulatory confines. Through the joint effort of managers, OCFO, and agency leadership, the consistent review of internal controls and processes provides reliable, internal/external reporting and ensures compliance with applicable laws and regulations.

In concert with the A-123 internal control reviews, the OCFO will continue to work with the Department to operationalize and mature FMCSA's Enterprise Risk Management (ERM) framework to identify, prioritize, and manage a broad spectrum of risks, including challenges and opportunities, into an enterprise-wide, strategically aligned portfolio to accomplish strategic initiatives, sustain operations, and achieve mission objectives and goals.

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

Through critical OCFO services, FMCSA fulfills its mandate to reduce crashes to prevent injuries and fatalities involving large trucks and buses. The OCFO is responsible for providing oversight and stewardship of American tax dollars invested in FMCSA's programs and operations. The sustained resources and efforts of the OCFO provide audit-ready financial data made available through "E-Gov" initiatives across government and through other reporting methods that become available to the public for transparency and accountability. The resources to provide financial systems, data, and experienced personnel directly improve FMCSA's ability to review program performance and provide assurance to the public that federal resources are effectively managed for the Agency's safety mission. OCFO's effort to promote accountability, data analysis using Resource Management Tool (RMT), effective managers' internal control program, and development of the ERM framework, are examples of FMCSA's dedication to transparent government with a goal towards the safe operation of the motor carrier industry and the safety of the American public.

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

FY 2024 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$4,726	\$5,022	\$5,523	\$500
Program Costs	\$26,933	\$2,118	\$1,962	(\$156)
Information Technology/Management	\$35,334	\$63,098	\$99,098	\$36,000
Total	\$66,993	\$70,238	\$106,582	\$36,344
FTE	33	34	36	2

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

FMCSA requests **\$106.6 million**, **\$70.6 million** in new contract authority and **\$36.0 million** in prior year unobligated contract authority, and **36 FTE** in FY 2024 to fund the Office of the Chief Technology Officer (MC-I), supporting its safety and regulatory programs. The requested funding level also supports the continued partnership with the Department’s Office of the Chief Information Officer (OCIO) to transform and centrally consolidate the management of certain commodity IT solutions, to include strengthening the Department’s and FMCSA’s cybersecurity total situational awareness and system control in order to safeguard against cyber threats and ensure continuity of operations. This partnership will allow MC-I to focus on leading the software development and modernization efforts for FMCSA’s mission systems, optimizing the Agency’s IT operating model and instilling effective governance mechanisms. Through this approach, MC- I will increase its momentum and business support for modernization initiatives on shorter cycle- times.

MC-I coordinates with the Department’s OCIO to leverage IT Shared Services spanning cybersecurity, information privacy protections, and commodity information technology including voice, cable, wireless, network engineering, campus area network, desktop services, server operations, directory and messaging services, enterprise licensing, and enterprise dashboards. The Department-provided IT infrastructure houses all FMCSA IT applications, which serve as enablers behind FMCSA achievement of its mission to prevent all injuries and fatalities involving large trucks and buses by reducing crashes. These FMCSA IT applications perform the

essential function of providing real-time data access to the enforcement community, industry, stakeholders, and the public in support of FMCSA's safety mission. MC-I supports a highly mobile workforce by ensuring that inspectors, investigators, and auditors have the tools, technology, and mobile infrastructure necessary to perform their duties.

MC-I has committed to fundamentally changing the way FMCSA has historically executed IT to specifically focus on directly leading IT innovation and development that explicitly solves problems; and being customer-centric to improve the usability and the user experience of new FMCSA systems. Over the past year, FMCSA has taken the steps to consolidate oversight and control of all software development under MC-I. This change has increased executive-level oversight of the Agency's IT portfolio, and significantly improved the selection, prioritization, and management of MC-I's IT investments. This focus on increasing transparency with the status of all IT investments ensures better alignment with strategic objectives and capacity to deliver.

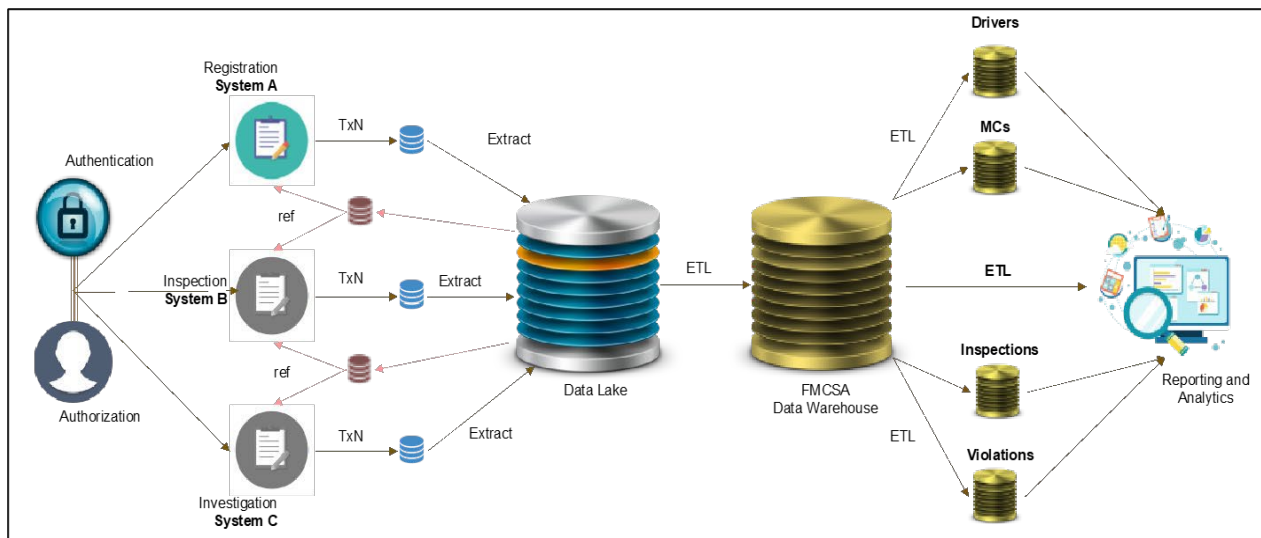
To optimize delivery of IT capability, MC-I has taken steps to mature its software development methodology. FMCSA is methodically transitioning away from its traditional software development that was generally characterized by a linear and sequential approach, fixed scope, and one big release at the end of each project. MC-I is maturing FMCSA's software development into an iterative approach for delivery that emphasizes frequent delivery of value (i.e., working software), flexibility (i.e., where changes to scope are easily accommodated), collaboration with the customer base, and continuous improvement.

Included in the FY 2024 request, MC-I plans to appropriately decommission and retire all current FMCSA legacy inspection systems, effectively rationalizing the FMCSA IT portfolio for inspection capabilities down to a single IT platform: *SafeSPECT*. *SafeSPECT*, FMCSA's new inspection platform, significantly improves safety by delivering an all-in-one inspection capability that is tailored to compliment Safety Inspector operations. This customer-centric design maximizes efficiencies, drastically reducing CMV inspection times, and significantly increasing the total number of inspections that can be performed per day. The significant decrease in inspection processing time will also directly contribute to the Department's *Climate* priority by reducing the carbon footprint associated with lines of idling trucks and buses waiting to be inspected.

The FY2024 request will also allow FMCSA to expand upon the *SafeSPECT* platform, developing all FMCSA investigation capabilities onto the same system. This will extend the same, truly transformative capabilities to both safety inspections *and* investigations. By the end of FY 2024, MC-I will provide a single system that can support all FMCSA and State-level inspections and investigations. Furthermore, unlike its predecessor applications, *SafeSPECT* is already device-independent and offline-capable. It is already optimized for use on any

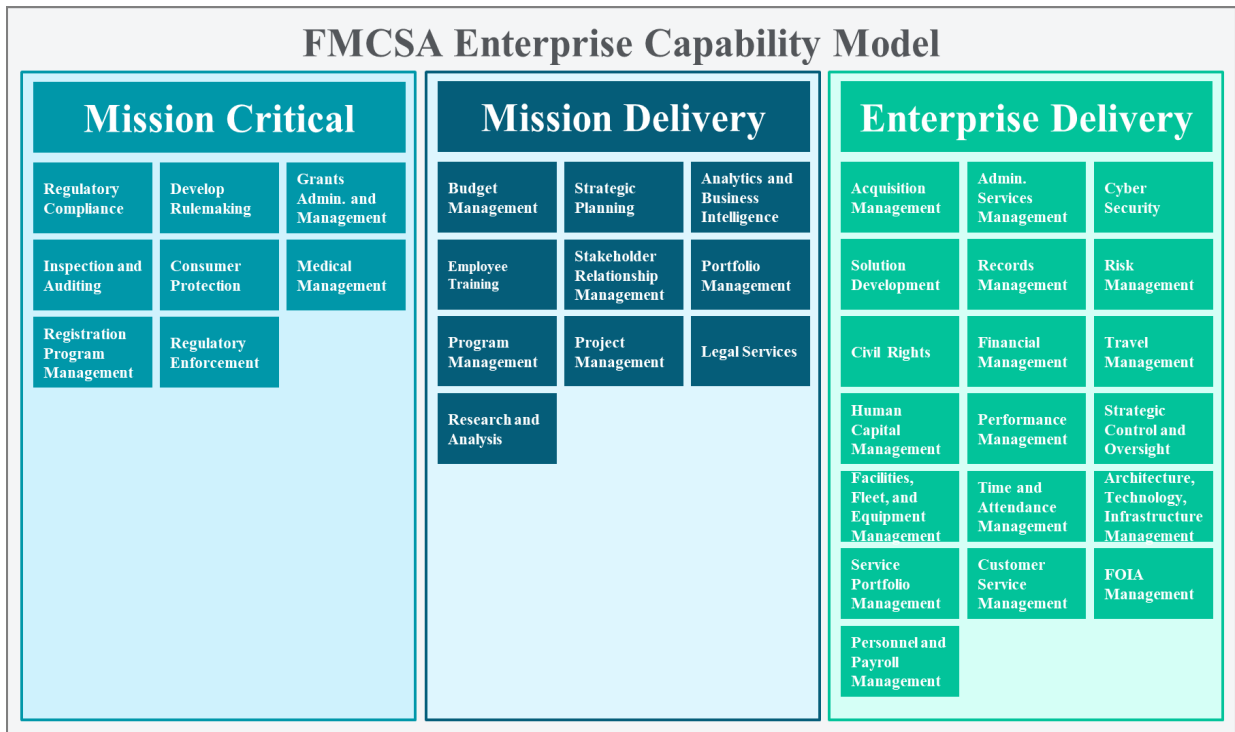
smartphone, tablet, or laptop. Safety inspections and investigations can start on one device, continue on another device, and finish with or without internet connection.

Data is the most critical FMCSA commodity, and effective data management and IT applications for our employees across the country are at the core of FMCSA. To improve upon our safety mission, in FY 2022 MC-I initiated a multi-year project to develop an authoritative FMCSA data platform that will establish a golden record of FMCSA data, a single source of truth in quality, security, and usability of FMCSA data for internal and external stakeholders. This data platform directly contributes to three of FMCSA’s eight actions under the NRSS *Safer People* objective by providing effective access to FMCSA data and information records.



This new FMCSA data platform is designed and will be optimized to meet the FMCSA mission; replace the current legacy database that was grandfathered from Federal Highway Administration (FHWA); and ensure all FMCSA data will be easily stored, accessed, managed, modified, updated, controlled, and organized.

FMCSA will complete the development of this data enterprise platform with the FY 2024 request to enable efficient data storage, exchange, and analysis for significantly improving the Agency’s registration, inspection, compliance, and enforcement of mission functions. The FMCSA data platform modernization will also streamline data exchanges between mission systems and eliminate redundant capabilities currently delivered by a multitude of other legacy data structures implemented solely for information sharing between systems.



The FMCSA Enterprise Capability Model, informed by multiple internal workshops, identifies duplicative business functions within FMCSA, and continues to ensure alignment between MC-I, FMCSA program offices, and the Department’s OCIO, to deliver a consistent enterprise vision for how capabilities, information, and technology solutions will work together. This model separates FMCSA business functions applicable to FMCSA: *Mission Critical*, functions unique to FMCSA’s mission; *Enterprise Delivery*, generic functions that each DOT Operating Administration has and that should be planning for transition to the Department’s maturing IT Shared Services; and *Mission Delivery*, a mix of the two at a high level.

The Agency’s ability to deliver expected program oversight, data analysis, and reporting requirements used to meet our safety mission is limited because the legacy systems do not meet current or emerging business needs. Therefore, FMCSA must advance in the modernization of its safety, registration, and administrative platforms through the implementation of its IT modernization plan, as well as continue the transformation of MC-I into an office that focuses on innovating technology solutions that bring value to the Agency’s mission in a speed-to-market fashion. In FY 2024, MC-I will continue to increase its pace in executing its IT modernization plan, as well as fulfilling its additional IT governance roles and responsibilities.

The Agency IT modernization plan is currently on a glide path to be completed in FY 2028; however, FMCSA currently has several non-compliant systems in operation. FMCSA operates and maintains 50 legacy systems, with over 60% having been developed 15+ years ago, and on technologies that are no longer supported in several cases. Consequently, 50% of FMCSA’s

current legacy systems do not comply with current cybersecurity standards and need a major shift in architecture to meet threshold security standards. MC-I continues to address the Agency's current cybersecurity risk exposure and execute the modernization efforts, but on a fiscally responsible timeline (FY28 – FY30) based on current budget. However, with the additional \$36 million in unobligated million requested from prior year unobligated funds, FMCSA's IT modernization efforts can be effectively accelerated and brought forward by 2+ years into completion by the end FY 2026. All legacy applications and processes will be subsumed 12-18 months following the completion of the IT modernization.

In FY 2024, MC-I will also continue efforts to strengthen its information and quality assurance programs. MC-I is responsible for coordinating the selection of appropriate security controls and assurance requirements for organizational information systems to achieve adequate security for FMCSA's multifaceted information assets using a risk-based approach involving management and operational personnel within the organization. Working with the Department, FMCSA will apply baseline security controls, including firewalls, monitor software, provide role-based information security training, and implement other security measures as specified in the FMCSA IT Security Plan. MC-I will deliver quality applications by defining and measuring quality; testing to determine whether they meet these standards; assessing risks; and reevaluating standards. If FMCSA does not deliver high quality, maintained, and secured information systems, then FMCSA's enforcement and registry data risk being compromised, which will adversely impact FMCSA's safety programs and relationships with Federal, State, and industry partners.

Key investments, projects, and activities that MC-I will continue to support in FY 2024 include:

- **Commodity IT Shared Services through the Working Capital Fund (WCF):** The Department's OCIO will continue to provide commodity IT shared services to FMCSA in FY 2024. FMCSA's share is based on actual commodity IT consumption in prior years as well as planned future consumption. OST OCIO will only charge FMCSA for services rendered.
- **Motor Carrier Safety Grants:** MC-I supports all the FMCSA Grants Solutions (grants management system) programs as well as sustains the FMCSA Commercial Vehicle Safety Plan (CVSP) online tool, named eCVSP, which helps ensure that States satisfy the CVSP requirements in 49 CFR § 350.213, and expedites FMCSA's associated regulatory process.
- **New Registration Platform:** MC-I and the Office of Registration and Safety Information will complete of the development of the new online registration platform. The new registration platform will consolidate all of the former legacy registration capabilities onto a single registration IT platform, streamline FMCSA registration into a single process, and serve as a clearinghouse of information on all entities regulated by the Agency, including motor carriers, brokers, freight forwarders, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants/holders, and cargo tank manufacturing

and repair facilities. In addition, MC-I will work with the program offices to fulfill a MAP-21 requirement by pursuing an online New Entrant knowledge test.

- **New Inspection and Investigation Platform:** Completion of the new online inspection and investigation platform referenced above, SafeSPECT, will replace the legacy Aspen inspection application and other dependent applications and provide device-independent web and mobile interfaces that will assist FMCSA and its State partners to perform inspections and investigations more efficiently and effectively for easier identification of high-risk carriers, problematic drivers, and unsafe vehicles.
- **New Data Platform:** Completion of the new data platform will replace the current, obsolete Motor Carrier Management Information System (MCMIS) and other data storage systems and establish authoritative data sources. This platform will enable FMCSA users to have easy and appropriate access to external information required for decision-making, as well as enable agencies and the public to use shareable FMCSA data for independent analysis.

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

MC-I provides benefits to the American public by innovatively delivering services, dynamically responding to evolving IT requirements, and tightly integrating business processes that effectively implement BIL. MC-I's dedication to collaborate with OST OCIO across the Department and the individual FMCSA field offices nationwide promotes IT platforms that provide FMCSA and its associated stakeholders with the necessary tools to meet the safety mission while improving performance, security, reliability, and availability of FMCSA's and DOT's network and services.

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

FY 2024 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$10,311	\$11,374	\$11,965	\$591
Program Costs	\$53,866	\$46,396	\$42,182	(\$4,214)
Total	\$64,177	\$57,770	\$54,148	(\$3,623)
FTE	72	77	78	1

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

FMCSA requests **\$54.1 million** and **78 FTE** to fund the Office of Administration (MC-M) in FY 2024. MC-M provides the infrastructure and administrative services required to support FMCSA’s safety mission, including facilities, acquisition support, security, emergency preparedness, and human resources services for the entire agency. It also supports innovation priorities through development of inventive methods to deliver staff training and other services that improve effectiveness and efficiency. The Office of Administration includes four major program services: Acquisitions, Human Resources, Emergency Preparedness and Security, and Management and Information Services.

Office of Acquisitions Management

The FMCSA’s Office of Acquisitions Management (OAM) exercises its contracting authority to obtain products and services that sustain FMCSA’s infrastructure and support its mission to prevent all injuries and fatalities involving large trucks and buses by reducing crashes through various program initiatives. OAM is responsible for the solicitation, award, administration, and closeout of all contracts, inter- and intra-agency agreements, and simplified acquisitions that support activities within FMCSA.

OAM provides direction and guidance on procurement policies, regulations, and standards for FMCSA. OAM is responsible for supporting the Department’s category management and small business procurement goals. Category management enables the Department to operate more efficiently by organizing products and services into logical groupings to buy more like a single

enterprise and reduces contract administration costs by eliminating duplicative contracts and streamlining the procurement workflow. Small business targeting directs a percentage of Federal contract and subcontract dollars to small businesses. In accordance with the DOT Equity Action Plan, OAM has increased its efforts to direct procurements and contract dollars to small, disadvantaged businesses (SDB) to meet/exceed DOT's SDB goal of 20% by FY 2025.

In addition, OAM is responsible for FMCSA's Purchase Card and Acquisition Workforce Career Development Programs. The FMCSA purchase card program streamlines payment procedures and reduces the administrative burden associated with purchasing supplies and services, while the Acquisition Workforce Career Development Program cultivates a proficient and professional acquisition workforce.

Overall, OAM aids MC-M to: standardize internal controls throughout the purchase card and procurement processes; provide acquisitions staff continuous professional development in accordance with the Federal Acquisition Certification in Contracting (FAC-C); maintain warrant authority for senior contract specialists; and provide administrative oversight and certification guidance for FMCSA's Contracting Officer Representatives (CORs) and Program/Project Managers (PMs) to ensure proper contract oversight and maximum value for its contract funding.

Office of Human Resources

The Office of Human Resources (HR) Division provides direct services to over 1,200 FMCSA employees around the country, processing more than 3,000 personnel actions per year in addition to new hires and corrective actions. Our current servicing ratio of 1:150 HR specialists to employees is still higher than the preferred average Federal servicing ratio of 1:125. HR Specialists are required to perform the full realm of human resources, to include management advisory, strategic sourcing, recruitment, staffing, classification, performance management, employee, and labor relations, etc.

Increased funding and new initiatives under BIL have prompted FMCSA to hire up significantly. This rapid pace of hiring has in turn increased the workload and demands across the HR functions, specifically in the areas of recruitment and staffing. Increased resources ensure FMCSA's capacity to recruit, engage, and retain the best qualified employees, develop future leaders, and maintain a high performing workforce that is effective in accomplishing FMCSA's safety mission. Additional HR staff is needed to support increased hiring and reporting requirements under BIL; provide dedicated resources to support and expand the recruitment and outreach efforts of the FMCSA Recruitment Technical Advisory Group and meet diversity, equity and inclusion initiatives and successfully compete for talent; and manage an increasing number of requests for reasonable accommodations in conjunction with the Office of Civil Rights. HR and the OCR collaborate closely to ensure an equity-based approach hiring, staffing, and operational processes. We will continue to build on this partnership to ensure equity and

balance across all our processes.

With more than 40% of the FMCSA workforce eligible to retire in the next three years, it is imperative that FMCSA has HR specialists available to continue to deliver the high level of service that is focused on building and retaining a high-performing workforce. HR will develop and carry out a succession plan to account for leadership, supervisory, and staff retirements to include an Executive Leadership Development program. We are creating a Recruitment Program that will proactively seek out external stakeholders to promote our brand creatively and focus on diversity and opportunity. This new program will include two full time HR Specialist (Recruitment) personnel responsible for addressing FMCSA workforce needs, leading recruitment efforts and partnering with Diversity and Outreach activities. In addition, we will hire two Equity Coordinators to implement the Department's Equity Action Plan at FMCSA.

The Agency also uses a shared service Executive Agent for greater efficiency in the announcement of positions and analysis of applications. In FY 2022, FMCSA implemented an improved hiring process by refining recently established standardized recruitment protocols nationwide, utilizing new position and vacancy tracking tools across the Agency. In FY 2023, FMCSA plans to improve on under-utilized manual systems with automated solutions for analyzing workforce trends and forecasting; and establish a quality control team for all HR transactions. FMCSA will continue to identify workforce competency gaps and address them through focused recruitment, training, and succession strategies to ensure that we will have the capacity to meet operational, compliance, and strategic safety program goals.

Emergency Preparedness and Security Services

The Office of Emergency Preparedness and Security Services is committed to ongoing process improvement to ensure efficiency and accuracy. Under Homeland Security Presidential Directive (HSPD-12), which is a strategic initiative intended to enhance security, increase Government efficiency, reduce identity fraud, and protect personal privacy, this office provides the American public with a quality service while supporting the safety mission of FMCSA.

The Emergency Preparedness and Security Services team responds to approximately 450 personnel security reviews and 25 Emergency Declarations annually. MC-M sustains critical emergency preparedness and security through a full range of services to FMCSA employees (Federal and contractor) to include Classified Material Control documents (CMCO), Continuity of Operations (COO) plans, physical security (facilities) program, personnel security processing, employee drug testing program, employee passport and visa program, and the CMV crash reporting office. The vehicle crash reporting system provides updated reports within a 24-hour period on CMV crashes in support of the safety mission for the agency. In addition, the office liaises with other Federal, State, and local law enforcement agencies to communicate security threats and coordinate the exchange of security or criminal information as well as maintaining

the Agency Continuity of Operations (COOP) site. This office provides the internal security response for all workplace incidents and addresses emergency preparedness, security, and law enforcement support, allowing employees to work to their full potential within a healthy and safe work environment.

Office of Management and Information Services

The Office of Management and Information Services (OMIS) provides crucial services to the Agency: nationwide space management, facilities, occupational safety, and health program management, metered and express mail services, real and accountable property and fleet management, printing, transit benefits, sustainability, and audiovisual program support.

FMCSA will continue to provide the most efficient service in support of FMCSA's mission as OMIS implements government-wide initiatives to improve transparency, enhance climate action and sustainability, and ensure effective use of Federal resources. In its efforts to reduce waste and inefficiencies, FMCSA collaborates with the General Services Administration to continually review its current space inventory for possible excess and coordinates with other DOT modes and with other Federal agencies, including U.S. Customs and Border Protection, on options for shared space to reduce overhead costs for all.

The Occupational Safety and Health (OSH) team provides agency-wide administration and management of the employee occupational safety and health program. Executing this program area fulfills the OSH Act (OSHA) annual inspection requirement and provides required OSHA program management, policy development, and training for work-related hazards associated with the inspection of CMVs, conducting new entrant inspection, and onsite compliance reviews. Consistent with [E.O. 13999, *Protecting Worker Health and Safety*](#), the OSH team will also continue to review the latest guidance on masking and other COVID-19 protection measures and ensure that the workforce COVID safety guidelines are updated when needed and the workforce has the required personal protective equipment needed to safely perform their work. Other critical OSHA program areas for FMCSA include hazard communication programs, personal protective equipment requirements for non-COVID related hazards, hearing conservation, and fire and life safety. Critical program components also include hazard abatement and post-accident investigations. This program reduces risk to FMCSA inspectors and all employees, resulting in fewer workdays lost and lower overall workers' compensation costs.

Freedom of Information Act (FOIA) staff respond to approximately 5,000 FOIA and Privacy Act requests annually. An increased number of FOIA requests for FMCSA has resulted in a backlog and processing times that do not meet the statutory requirement. In FY 2021, FMCSA received 5,171 requests, which represents a 24% increase over FY 2020 and a 253% increase over FY 2018. Responding to FOIA requests creates greater transparency into FMCSA operations and accountability to the American public by providing appropriate access to agency records. To

meet the increased demand in the FOIA program, additional contract support staff are needed. Leveraging contracts for the backlog processing will bring FMCSA back into compliance with statutory requirements and enable FMCSA to then reduce contractor support once in compliance.

The DOT Working Capital Fund (WCF) provides support to all Operating Administrations for multiple shared services such as Headquarters facilities costs, IT support, and printing to ensure the use of strategic sourcing DOT-wide when feasible and overall lower operating costs for DOT. The FMCSA total cost for WCF services is estimated at \$52 million for FY 2024.

Each year the Office of Administrative Services manages FMCSA's WCF operational plan. MC-M coordinates closely with other FMCSA offices to ensure that shared services meet the program office needs to include IT, which represents the most significant portion of the WCF expenses (\$38.8 million).

DOT is currently in the process of updating DOT 4410.4A, Department of Transportation Personal Property Asset Policy. This policy provides direction for the internal management, accountability, control, utilization, and final disposition of Government-owned, leased, and/or borrowed personal property assets. It implements the Federal Management Regulations, the OMB regulations, and the existing DOT Order. This Order includes internal control measures in response to OMB Circular A-123, Management's Responsibility for Enterprise Risk Management and Internal Control and Appendix A to OMB Circular A-123, Management of Reporting and Data Integrity Risk, to facilitate the monitoring of program performance to ensure compliance with Title 40 United States Code (USC), Section 524. Additionally, the Department will implement a new accountable property management system of records for assets outside of the common operating environment beginning in FY 2024. FMCSA is included in the first phase of the rollout for the system of record. We continue to work with the Chief Technology Officer and Office of the Secretary on updated policies and procedures and well as preparations for transition to this new system of record for accountable personal property.

In accordance with [Executive Order \(EO\) 14057: Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability](#), the FMCSA will partner with General Services Administration (GSA) for new building construction, major renovations, and existing real property to look for increased opportunities to electrify systems, decrease energy use, reduce water consumption, and cut waste, where feasible. There are also opportunities to leverage an increasingly hybrid workforce to better utilize FMCSA's real property inventory to support the growth in FTE due to BIL hires, while maintaining our Federal Real Property total footprint. The GSA is focused on consolidation and co-location of agencies in Federal space as required by the *OMB National Strategy for the Efficient Use of Real Property, Reduce the Footprint*.³ In FY 2024, FMCSA


³ See [The National Strategy For The Efficient Use of Real Property \(whitehouse.gov\)](#)

anticipates reviewing expiring leases in 10 locations, with anticipated relocations or renovations at an estimated cost of \$2 million to reduce square footage where feasible and better utilize real property to support an increased number of employees. Increased funding in FY 2024 will help prioritize ensure equity in the use of space, remove access barriers, and work toward more inclusive practices within DOT.

FMCSA plans to move forward with implementing hoteling software that allows employees to choose where they want to sit when they report to the headquarters building by reserving a cubicle or office. Increased funding is also required for contract support specializing in sustainable and green construction practices with experience and knowledge of GSA's Net Zero Energy Ready design requirements for future installation, including pathways, conduits, or other means of getting power in the building, to facilitate later addition of onsite renewables sized to power the building.⁴

[Executive Order \(EO\) 14057](#) also establishes goals for zero emission vehicles (ZEVs). The Department has the opportunity and matching obligation to invest in ZEVs to create a federal fleet that does not emit any greenhouse gases (GHGs). By immediately prioritizing the transition to ZEVs, along with strategies to optimize fleet composition and replace larger vehicles with smaller ones, the Department has built the foundation to achieve 100 percent light duty ZEV acquisitions by 2027 and 100 percent ZEV acquisitions by 2035. In support of the E.O. and the Department's Sustainability plan, FMCSA continues to replace existing leased vehicles with ZEVs as existing vehicles leases with GSA expire. FMCSA has on average 400 leased fleet vehicles through the GSA to support safety investigations of CMVs. FMCSA annually reviews vehicle usage, to include mileage and vehicle locations, and reassigns underutilized vehicles throughout the Agency to meet demand. To meet the ZEV requirement, MC-M will build on the progress began in FY 23 to install electric vehicle charging stations at field locations and newly constructed border sites. There are increased costs associated with the installation of electric vehicle charging stations, and leasing costs are higher for ZEVs. Charging station infrastructure is also costly but necessary to ensure FMCSA's fleet can operate. FY 2024 funding will support the additional costs for ZEVs and charging infrastructure.

The Department is also committed to hiring new staff members with subject matter expertise in clean energy, ZEVs, zero-emission frontline workforce needs, environmental policy, and climate resiliency and sustainability. FMCSA will hire additional FTE with specialized knowledge needed to support the Administration's goals for sustainability, climate action, and electric vehicle charging station infrastructure. Innovation and environmental stewardship will help protect our planet and safeguard Federal investments against the effects of climate change.

⁴ See General Services Administration P100 Facilities Standards for Public Building Services, October 2021 https://www.gsa.gov/cdnstatic/P100_2021_v1.pdf 

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

The American public relies on FMCSA to establish and apply safety standards that promote and sustain a safe transportation system. To meet the public's expectations, FMCSA's mission-critical functions must receive strong and effective organizational support. MC-M provides that support through hiring and retaining competent and effective staff, and inspiring and energizing the workforce as well as partners to tackle the toughest safety challenges with new innovative ideas and programs. The ability to procure goods and services for the mission, equip a right-sized and well-trained workforce, and provide a secure workplace with the required tools leads to mission success of making the Nation's roadways safer.

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

**FY 2024 – General Operating Expenses – Budget Request
(\$000)**

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$6,301	\$6,647	\$6,903	\$256
Program Costs	\$8,505	\$8,092	\$7,357	(\$735)
Total	\$14,806	\$14,740	\$14,260	(\$479)
FTE	44	45	45	0

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

FMCSA requests **\$14.3 million** and **45 FTE** for the Office of Policy (MC-P), which holds responsibility for providing the regulatory foundation for FMCSA’s safety programs and enforcement operations. In FY 2024, MC-P will focus on executing key BIL requirements that also align with the NRSS tenets of safer vehicles, safer people, and safer speeds. Key functions under FMCSA’s Office of Policy include strategic planning and program evaluation, which require collaboration with the OST Budget office, ensuring performance metrics established under BIL are met and communicated to the OMB.

MC-P will continue audit liaison duties with the Government Accountability Office (GAO), DOT’s Office of Inspector General, and the National Transportation Safety Board (NTSB). MC-P focuses on data-driven regulatory development, including the preparation of economic and environmental analyses; driver and carrier operations safety rules; medical qualification standards for interstate drivers; training and testing requirements for State-licensed healthcare professionals responsible for conducting physical examinations of drivers; monitoring and auditing of State-licensed healthcare professionals listed on the Agency’s National Registry of Certified Medical Examiners; and vehicle safety requirements covering minimum safety equipment and inspection, repair, and maintenance standards for commercial motor vehicles operated in interstate commerce. These functions serve as critical elements for establishing comprehensive safety standards, improving operator fitness for duty, and strengthening agency programs by analyzing program effectiveness.

In FY 2024, the Office of Policy will work with the Office of Safety to ensure that the Agency completes its key actions listed in the National Roadway Safety Strategy (NRSS). This includes

full implementation of the October 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to access and use information obtained through the Drug and Alcohol Clearinghouse. By the end of FY 2024, the SDLAs must take licensing actions against commercial drivers who have drugs or alcohol violations in the system and are not cleared to return to duty. The Office of Policy will also assess the extent to which the SDLAs comply with the 2021 final rule requiring the implementation of systems for the electronic exchange of driver history record information by the end of FY 2024. This initiative will improve the accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to take unsafe drivers off the road more expeditiously. The Office of Policy will also support the Office of Safety in assessing the effectiveness of increased traffic enforcement in high-crash corridors.

In addition, the Office of Policy's key functions include the operation of the Agency's four statutorily mandated Federal Advisory Committee Act (FACA) groups: the MRB, the Motor Carrier Safety Advisory Committee (MCSAC), the Truck Leasing Task Force (TLTF), and the Women of Trucking Advisory Board (WOTAB). The Office of Policy supports transportation equity by providing critical support in implementing the BIL requirement for the TLTF and the WOTAB and by seeking broad public feedback on proposed rulemakings. FMCSA anticipates onboarding a Transportation Equity Specialist by the third quarter of FY 2023 who will be responsible for monitoring and assessing Agency equity activities and this work will continue into FY 2024.

Funding for the Office of Policy supports personnel, contract services, and other expenses related to conducting evaluations of key programs for which significant Agency staff and budget resources have been dedicated, the development of data-driven regulatory proposals and final rules to implement statutory mandates and rulemakings to advance the Administration's and Department's safety priorities. Funding also supports the operation of the four FACA committees listed above.

Autonomous Vehicle Technology Support

In FY 2024, the Office of Policy MC-P will work towards completion of a rulemaking to plan for the safe integration of autonomous commercial vehicles on the Nation's roadway. The Agency anticipates publication of a Notice of Proposed Rulemaking on this subject in FY 2023 and, depending on the public comments received, publication of a Final Rule in FY 2024. This would follow up on the May 2019 Advance Notice of Proposed Rulemaking (ANPRM). The rulemaking would provide a safety framework for interstate motor carriers who may be considering adding automated vehicles to their fleet.

Regulatory Development and Impact Analyses

The Office of Policy anticipates sustaining its regulatory development activities in FY 2024 to reduce fatalities and crashes in support of BIL and NRSS. For FY 2024, the Agency anticipates the publication of rulemakings concerning automatic emergency braking (AEB) systems to ensure that interstate motor carriers maintain this life-saving technology that will be mandated by the National Highway Traffic Safety Administration (NHTSA) in response to the BIL requirement and in support of the NHTSA key action listed under Safer Vehicles in the NRSS. The Agency also anticipates publication of a Final Rule concerning speed limiters for CMVs, contingent on a review of the public comments to the 2022 Advance Supplemental Notice of Proposed Rulemaking and whether a supplemental proposal is published in FY 2023. This rulemaking action would support the NRSS focus on speed-related crashes.

Federal Advisory Committees

In FY 2024, FMCSA will manage four FACA committees. This includes two long-standing committees, the Medical Review Board, and the Motor Carrier Safety Advisory Committee. In addition, the Secretary of Transportation signed charters in February 2022 to establish two new advisory committees required under BIL, the Truck Leasing Task Force and the Women of Trucking Advisory Board.

Medical Review Board (MRB)

The MRB, a statutorily mandated advisory committee operating in accordance with the provisions of FACA, as amended (5 U.S.C. App.), advises the Agency on evidence-based rulemaking and regulatory guidance development through evidence reports. The advice provided by the MRB enables the Agency to establish sound regulations and guidance for physical qualification standards for individuals operating commercial motor vehicles. The current funding request supports FMCSA's mandate for these medical experts to continue providing advice on medical issues to advance safety.

Motor Carrier Safety Advisory Committee (MCSAC)

The MCSAC, a discretionary advisory committee operating in accordance with the provisions of FACA, was established to provide FMCSA with advice and recommendations on motor carrier safety programs and safety regulations under the authority of the DOT. The MCSAC is comprised of up to 25 members representing the motor carrier industry, labor, safety advocates, and safety enforcement officials. The members are experts in their respective fields and committed to improving motor carrier safety. They provide advice and recommendations about strategic objectives, plans, approaches, content, and accomplishments of the motor carrier safety programs carried out by the FMCSA.

Truck Leasing Task Force (TLTF)

This task force was chartered by the Secretary of Transportation in February 2022, in consultation with the Secretary of Labor, in response to the requirement in Section 23009 of BIL. Early in FY 2024, the Agency's TLTF will complete its examination of certain aspects of common truck leasing arrangements available to CMV drivers, including inequitable leasing agreements and terms in the motor carrier industry and whether truck leasing agreements properly incentivize the safe operation of vehicles. The Task Force will submit a report to the Secretary, the Secretary of Labor, and the appropriate committees of Congress. The report will provide drivers with information to make informed choices about leasing agreements and to avoid inequitable financial arrangements.

Women of Trucking Advisory Board (WOTAB)

Like the TLTF, this advisory board was also established in 2022 in response to a BIL requirement. Also early in FY 2024, FMCSA's WOTAB will complete its report on industry policies concerning education, training, mentorship, and outreach to women in the trucking industry and identify barriers and industry trends that directly or indirectly discourage women from pursuing or retaining careers in trucking. These include barriers and trends that impact women minority groups and women who live in rural, suburban, or urban areas, and opportunities to enhance trucking training, mentorship, education, and advancement and outreach programs that would increase the number of women in the trucking industry.

WOTAB's report to the FMCSA Administrator will be completed within the first quarter of FY 2024 with the Agency's report to Congress being completed later that fiscal year. The FMCSA's report will outline WOTAB's findings and recommendations as well as actions taken or planned to address the recommendations or reasons why no action will be taken.

Qualifications of Drivers

With FY 2024 funds, FMCSA will strengthen its medical oversight program, including evaluation of the current medical certification process with the assistance of the Agency's MRB, and successful implementation of key initiatives such as the auditing function of the National Registry of Certified Medical Examiners (National Registry).

- **National Registry:** The FMCSA established the National Registry program through which State-licensed healthcare professionals must complete initial training and testing concerning the Agency's medical standards to be included in the program, and complete refresher training and certification training to remain on the National Registry. These medical professionals conduct approximately 5 million medical examinations per year. In FY 2023, FMCSA plans to launch a new release of its National Registry IT system to provide for the transmission of CDL holders' medical certificates from FMCSA to the SDLAs and provide the foundation for a robust monitoring and auditing program, and other enhanced oversight

capabilities in FY 2024. The FY 2024 resources will enable the Agency to fulfill the statutory requirements in SAFETEA-LU for the oversight of the healthcare professionals conducting physical examinations of truck and bus drivers by identifying medical examiners conducting a disproportionately large number of examinations, conducting quality-control audits to ensure consistency between examination reports and the certification decisions, and identifying drivers suspected of “doctor shopping” (i.e., drivers who fail an exam and seek another medical examiner within a short period of time).

- **Medical Certification of Drivers:** The FMCSA Medical Programs Division within the Office of Policy promotes safety on America’s roadways through the promulgation and implementation of medical regulations, guidelines, and policies that ensure drivers engaged in interstate commerce are physically qualified to operate a CMV. The agency is required to establish minimum medical qualification standards for approximately eight million CMV drivers operating in interstate commerce, including over four million active CDL holders. The prevalence of medical conditions related to an aging CMV driver population, such as cardiovascular disease and respiratory conditions, will have a detrimental effect on the safety and health of commercial drivers and highway safety overall. In FY 2024, State Driver Licensing Agencies will begin receiving CDL holders’ medical certificates electronically from FMCSA’s National Registry system.
- **Medical Examiners Handbook, National Registry Test Updates:** In addition to the information technology component of the National Registry program, the Agency is continuing to engage the MRB and stakeholders in developing a new 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 published a Federal Register notice seeking public comment on the draft handbook in August 2022. In early FY 2024, the Agency anticipates publishing the final version of the handbook. The Agency also anticipates significant efforts to continuously update the standardized test questions used for the certification tests of healthcare professionals seeking to participate in the National Registry program.

Policy Program Support

In addition to the medical exemption programs, the Office of Policy must evaluate all requests for waivers, exemptions, and pilot programs related to vehicle safety equipment, driver qualification standards (other than medical qualifications), and motor carrier operations. Subject matter experts review these requests and applications to assess the relative impact on safety if granted. These requests are related to unique operating characteristics of a specific motor carrier or segment of the industry. The Agency approves the requests for waivers, exemptions, and pilots only in instances where the requestors have identified an alternative approach that ensures a level of safety equivalent to, or greater than, the level achieved if they complied with a

regulation.

The Office of Policy resources also support the Agency's strategic planning efforts and the establishment of performance metrics, monitoring activities intended to support the implementation of the BIL requirements and strategies listed in the strategic plan, and evaluating accomplishments against established plans, goals, and objectives ensuring agency compliance with the Government Performance and Results Modernization Act (GPRAMA). MC-P conducts rigorous, relevant program evaluations to support evidence-based strategic and operational decisions that result in continuous improvement across the Agency. FMCSA plans to use FY 2024 resources to leverage qualitative and quantitative data to assess MCSAP State partner performance measures and best practices.

In addition, the Office of Policy will work with the Office of Safety in FY 2024 to begin a preliminary review of the new Entry-Level Driver Training (ELDT) Program in search for anomalies in the data reported by training providers registered with the Agency. The Agency will determine whether there are training providers issuing a disproportionately large number of CDL training certificates and whether there are training providers with low rates of passing the CDL skills test.

The Office of Policy functions as liaison and coordinates activities with external oversight organizations, including GAO, NTSB, and the DOT OIG. The Office of Policy maintains an Audit Liaison Action Planning and Tracking System to ensure that there is an action plan for addressing each open recommendation and that there is appropriate follow-up between the lead program office and the applicable oversight agency. FMCSA has outstanding working relationships with these oversight agencies and has worked collaboratively over the past several years to implement their recommendations, closing more than 30 recommendations within the last five years, to improve operational effectiveness and efficiency, as well as make safety improvements.

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

The Office of Policy's programs and activities cover a multitude of issues concerning the implementation of BIL-mandated rulemakings and programs and NRSS key actions that impact safety on the Nation's highways. The agency's medical programs have improved safety by ensuring that medical certificates are issued only to medically qualified drivers, while enhancing the overall health and welfare of the CMV driver population by ensuring that serious medical conditions that could impact drivers' ability to operate safely are identified and treated.

The Agency's vehicle-related rulemakings ensure that critical safety equipment necessary for the

safe operation of commercial motor vehicles are installed and maintained on these vehicles. While NHTSA prescribes requirements for vehicle original equipment manufacturers (OEM), FMCSA rules require that the interstate motor carriers operating vehicles which were manufactured to meet the NHTSA standards are properly maintained to achieve the expected safety outcomes associated with the new vehicle standards.

The MCSAC provides a forum for key stakeholders, including State enforcement and safety advocacy groups, to deliberate on key safety issues and provide advice and recommendations to the FMCSA Administrator. These key safety issues may include fatigue management, distracted driving, electronic logging devices, advanced safety technologies, and best practices for motor carriers' safety management controls.

The MRB provides advice and recommendations to FMCSA on important driver medical qualifications issues. Their recommendations have been instrumental in supporting the issuance of new standards concerning drivers with insulin-dependent diabetes and new standards concerning drivers with monocular vision. In addition, the MRB has provided support in the Agency's efforts to update its Medical Examiner's Handbook.

The Agency's WOTAB and TLTF will provide a means for the Government and stakeholders to engage in a public discussion about issues that impact opportunities for women and individuals from disadvantaged communities to pursue careers in the trucking industry. These BIL-mandated FACA committees will provide reports that clearly document certain challenges and opportunities for expanding the CDL workforce and supporting the Nation's supply chain.

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

FY 2024 – General Operating Expenses – Budget Request

(\$000)

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$3,867	\$4,432	\$4,602	\$171
Program Costs	\$7,088	\$6,883	\$6,376	(\$507)
Research and Technology	\$14,073	\$14,073	\$38,073	\$24,000
Total	\$25,027	\$25,388	\$49,051	\$23,664
FTE	27	30	30	0

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

FMCSA requests **\$49.1 million**, **\$25.1 million** in new contract authority and **\$24 million** in prior year unobligated contract authority, and **30 FTE** to fund the Office of Research, Technology & Registration (MC-R) in FY 2024 for research and technology-related activities and statistical and data analysis activities. MC-R implements FMCSA’s multi-year motor carrier Research and Technology (R&T) Program, as authorized by 49 U.S.C. 31108, to perform research, development, and technology transfer activities to reduce the number and severity of crashes, injuries, and fatalities involving CMVs on the Nation’s highways. In addition, MC-R manages FMCSA’s Statistics and Analysis Program, which provides the linchpin for FMCSA’s strategic and transformative use of data.

MC-R’s Office of Registration handles USDOT and motor carrier numbers, insurance filings, and related requirements for FMCSA-regulated entities. The Office of Registration also runs the FMCSA Contact Center, the Agency’s front-door customer service operation. The Office of Registration is funded through the collection of licensing and insurance fees. Past and future fees collected will enable the Office of Registration to expand vetting operations to ensure every application type is screened and applicants are fit, willing, and able to comply with FMCSA policies and regulations. The fees will also increase the level of customer service and support FMCSA provides to the more than 6,000 daily customer engagements. Lastly, the fees will support the development of a new registration platform that will improve the customers’ online experience and improve the data collection on new applicants.

Research and Technology (R&T)

Resources requested in FY 2024 will allow FMCSA's R&T Program to execute Congressionally mandated activities set forth in the BIL, other focused studies, and activities which advance Departmental goals and the NRSS. FMCSA's research activities are directly correlated to the safe systems approach which forms the foundation of the NRSS. FMCSA formulates its research projects using the Department's Annual Modal Research Plan (AMRP) and the Agency's Research Executive Board (REB) processes, ensuring that R&T activities advance the Agency's mission, while aligning those activities with Department and Administration priorities. The results of Agency research activities are used both independently by the Agency and in collaboration with other DOT organizations, the private sector, and academia.

FMCSA is authorized under 49 U.S.C. 31108 to conduct research, development, and technology transfer activities with respect to:

- Understanding the factors contributing to crashes, injuries, and fatalities involving CMVs.
- Developing means for reducing the number and severity of crashes, injuries, and fatalities involving CMVs.
- Improving CMV safety through technological innovation and improvement.
- Enhancing technology used by enforcement officers when conducting roadside inspections and investigations to increase efficiency and information transfer.
- Increasing the safety and security of hazardous materials transportation.

As summarized below, and as detailed in Exhibit IV, FMCSA research activities advance the DOT strategic goals of safety, equity, economic strength, climate & sustainability, transformation, and organizational excellence. FMCSA's FY 2024 research portfolio also directly or indirectly supports the principles of the NRSS: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. FMCSA's research efforts are focused, results-based, measurable, and produce documented findings to support stakeholders involved in improving CMV safety.

FY 2024 Research & Technology (R&T) Program Activities

FMCSA's R&T Program activities provide scientific research on driver, vehicle, and carrier issues impacting CMV safety. The R&T Program also conducts cross-cutting research related to safety data collection and information sharing. Program activities are focused in the following areas:

Driver related research impacts safety performance in a variety of areas, including, but not limited to distraction, drowsiness, medical conditions, drug and alcohol use, in-cab human factors, hours-of-service rules, and factors impacting attainment and revocation of a CDL.

Vehicle research focuses on the application of technologies, systems, and operating concepts to reduce crash risk and includes research on advanced driver assistance systems (ADAS) and automated driving systems (ADS), as well as improvements in traditional vehicle safety systems such as brakes, steering, mirrors, and lighting. Examples include research to support the IIJA-required automatic emergency braking rulemaking for large trucks, as well as industry outreach initiatives such as Tech-Celerate Now to promote the voluntary adoption of a broad array of ADAS technologies, such as lane departure warning, lane keep assist, and in-cab cameras, by providing information on the safety return on investment. In addition to addressing safety concerns, vehicle research is an opportunity to advance the Department's climate change goals; for example, research related to the emergence of alternative fuels and electric/battery powered CMVs, and potential efficiency and environmental benefits associated with the implementation of "connected vehicle" technology. Research on leveraging advanced monitoring and diagnostic technologies to improve motor vehicle screening by State CMV enforcement agency partners at the roadside is also included with a focus on improving both the thoroughness and efficiency of safety screening processes.

Carrier-related research focuses on evaluating, refining, and developing new and existing carrier safety assessment tools, methods, and data management systems utilized in carrying out the Agency's carrier oversight responsibilities. The R&T program also conducts research to identify industry best practices for a variety of carrier-based management responsibilities and functions that impact safety including driver compensation plans and practices, driver training and retention issues, and vehicle maintenance and inspection practices.

Cross-cutting research completed under the R&T program often focuses on enhanced data collection and information sharing activities, as well as on technologies and oversight processes with the potential to positively impact safety across multiple dimensions involving driver, vehicle, and carrier safety.

R&T Program activities help FMCSA achieve the following long-standing R&T Program objectives:

- **Produce Safer Drivers:** Develop driver-based safety countermeasures to reduce crashes.
- **Improve Safety of CMVs:** Improve truck and motorcoach safety through vehicle-based research and the deployment of CMV safety technologies.
- **Produce Safer Carriers:** Improve motor carrier safety by compiling and communicating best management practices (e.g., fatigue management, driver training, compensation policies, technology adoption such as integration of cybersecurity technologies) to motor carriers, and work with industry to accelerate adoption of safety-enhancing technologies and processes.
- **Advance Safety and Research through Information-Based Initiatives:** Support agency research efforts by investigating the overall business, economic, and technical trends in the CMV industry, and by identifying and evaluating new and refined methods for collecting, analyzing, and disseminating safety related information.

- **Enable and Motivate Internal Excellence:** Ensure the relevance, quality, and performance of research and technology activities and develop efficient methods to respond quickly and flexibly to Departmental and Agency needs.

Priority Program Activities and Focus for FY 2024

For FY 2024, the R&T Program will continue its emphasis on research related to enhancing the safety of drivers, vehicles, and carriers, while expanding ADS research, electric vehicles, and roadside screening technologies, as well as driver employment, licensing, and fitness areas. While the R&T Program is primarily directed at improving safety, projects and programs often address other DOT strategic goals. Exhibit IV of this document provides detailed descriptions of key specific R&T Program activities for the above referenced research focus areas, including how each activity contributes to DOT's strategic goals.

Statistics and Analysis

The FMCSA Statistics and Analysis program uses data and information to develop, manage, monitor, and report on the Agency's enforcement programs; advise on the promulgation of Agency regulations and policies; measure program effectiveness; and inform the public about the safety of the CMV industry. Statistics and Analysis program activities ensure that FMCSA focuses its resources on programs where data support greater investment. These data are essential to FMCSA's Safety Measurement System, a tool used by FMCSA (as part of the Agency's Compliance, Safety, Accountability Program) and its State partners to evaluate carriers' safety performance, identify high-risk motor carriers, and determine appropriate enforcement actions.

In line with the Department's objective in the NRSS to optimize the use of data, FMCSA will continue to expand its collection of crash data elements reported by States and merge this collection with other data sources to identify the factors involved in the crashes. This will allow FMCSA and its State partners to identify strategies to mitigate crash risk and reduce the incidence of large truck and bus crashes. In addition, MC-R will analyze crash data by carrier type, size, commodity, and age (New Entrant), allowing the Safety office to develop varying intervention strategies. Also, FMCSA will conduct data quality training for States to aid them in improving the quality of the crash and inspection data they submit to FMCSA. High-quality data is critical to identifying those carriers presenting the greatest crash risk for enforcement purposes, producing sound policy and rulemaking decisions, and communicating robust CMV industry information to the public.

FMCSA will continue work on the Large Truck Crash Causal Factors Study (LTCCFS), for which data collection will be underway in FY 2024. The LTCCFS will use the paradigm of "safe design" to collect a multitude of causal-related factors on large truck crashes and to move from crashworthiness to crash avoidance, thereby saving lives. This project will produce extensive

CMV-specific data which will be useful to other research projects supporting other goals. Budgetary resources for the LTCCFS were authorized in FY 2021 and will be utilized for planned FY 2024 activities related to data collection.

FMCSA will also commence the Medium-Duty Truck Crash Causal Factor Study (MDTCCFS) with the additional \$24 million requested from prior year unobligated balances. The MDTCCFS will focus on fatal crashes involving Class 3-6 (10,001 – 26,000-pound large trucks) that have a USDOT number and are under FMCSA’s jurisdiction. As with the LTCCFS, FMCSA anticipates this study will collect data on approximately 2,000 crashes over a 2-year data collection period. The MDTCCFS will identify and analyze contributing factors in CMV-involved crashes, thus allowing crash preventative countermeasures to be adopted and deployed by FMCSA, other DOT modes and safety partners. The MDTCCFS will build on lessons learned during the LTCCFS and adapt the study components of the LTCCFS into a study on medium-duty trucks where feasible. Specifically, LTCCFS will:

- Develop an IT infrastructure that is scalable to accommodate additional data required answer specific research questions on medium-duty crashes
- Identify data collection procedures within States to identify if State resources can also be used in the MDTCCFS
- Identify training programs that States utilize that could be altered for MDTCCFS data collection efforts.

FMCSA will also continue to expand the use of data analysis through geographic information system mapping software and data visualization tools to effectively communicate safety-related information to the public. Utilization of these technologies will allow all users greater ability to sort, drill down, and analyze the data in new ways. Further, FMCSA will use its comprehensive CMV data to contribute to ongoing analyses of supply chain impacts on transportation safety.

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

CMV crashes can result in loss of life, debilitating injuries, and significant damage to property and surrounding infrastructure. Since 2009, fatal crashes involving large trucks have steadily increased to 4,444 fatal crashes in 2020, a 49.0 percent increase. Over that same time, non-fatal crashes involving large trucks increased by 45.2 percent to an estimated 411,000 such crashes in 2020. FMCSA’s R&T and Statistics and Analysis activities help the Agency target its limited resources to the highest-risk carriers and develop programmatic initiatives that address the most important driver, carrier, and CMV safety issues. Ongoing and planned programmatic activities support and improve safety, foster innovation in transportation, and utilize data to justify greater

investment.

The R&T and statistics and analysis activities conducted by FMCSA are necessary to promote the enforcement and safe operation of motor carriers transporting goods and passengers on U.S. roadways. Without these programs, FMCSA, DOT, individual States, and other CMV safety stakeholders cannot effectively carry out or modify their current programs which rely on sound research, robust data analysis, or statistical evidence. Further, these program and activities ensure the American public realizes the benefits of Congressionally mandated priorities.

By completing targeted R&T and statistics and analysis activities in FY 2024, FMCSA will better understand the causal factors and impacts of CMV crashes and inform efforts to develop safety countermeasures to reduce crashes and advance the Department's strategic goals. More detailed information about FMCSA's Research & Technology priorities can be found in Exhibit IV of this document.

Detailed Justification for the Office of Safety (MC-S)

FY 2024 – General Operating Expenses – Budget

Request (\$000)

Program Activity	FY 2022 Enacted Level	FY 2023 Request	FY 2024 Request	Difference from FY 2022
Salaries and Expenses	\$128,600	\$138,854	\$153,403	\$14,549
Program Costs	\$25,515	\$25,896	\$23,544	(\$2,352)
Total	\$154,115	\$164,750	\$176,947	\$12,197
FTE	898	940	1,000	60

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

FMCSA requests **\$176.9 million** and **1,000 FTE** for the Office of Safety (MC-S) in FY 2024. As reflected in previous budget requests, the Office of Safety (renamed in FY 2022) was established in FY 2021 from a merger of the Office of Enforcement and the Office of Field Operations. This realignment has streamlined internal processes and decision-making to create a more efficient and effective overall program. As a result, this organization manages all the Agency’s field staff and is responsible for the development and implementation of the Agency’s enforcement and compliance regulations. MC-S has offices in each State, the District of Columbia and Puerto Rico to work directly with State partners and the industry to execute local programs to improve safety.

In FY 2024, MC-S will be significantly increasing its Safety Investigator staff to increase the number of investigations, interventions, and outreach on motor carriers. The Office of Enforcement and Compliance within MC-S is responsible for the identification of high and at-risk motor carriers. In addition, the office provides oversight of major Agency enforcement actions, and acts as the enforcement official in those actions. The office is responsible for developing and implementing Agency programs and rulemakings, including training, policy, and process. Field Operations within MC-S is responsible for conducting investigations on motor carrier and bus companies to determine their level of compliance at the time of the investigations. Over 900 of the Office of Safety’s FTE work in the field. This may result in various actions that include enforcement. MC-S also conducts outreach to our industry partners and stakeholders and works closely with our grant recipients for oversight. This work applies directly to DOT’s NRSS and focuses on safety on our nation’s roadways.

MC-S also has 147 staff at the southern border to carry out inspections of commercial motor vehicles entering the U.S. at 26 inspection facilities to ensure compliance with the Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations. Audits are performed on Mexico-domiciled motor carriers. MC-S border staff and State partners conducted over 267,000 inspections along the southern border, including roughly 7,000 inspections in FY 2021 on Mexico-domiciled long-haul commercial vehicles and drivers crossing the border into the United States.

New resources under the BIL will allow FMCSA to support the Department's safety priority. As noted above, the significant increase in Safety Investigators, along with other positions to develop and execute the Agency's safety programs in headquarters and the field, will grow the number of safety investigators to allow the Agency to increase compliance investigations on motor carriers and enforcement actions to remove unsafe companies and drivers from the roadway. This will result in improved safety and reduce crashes. During FY 2024, the Office of Safety will execute increased training and additional Safety Investigator Academies through its National Training Center (NTC) to support this Agency growth and delivery of the Agency's safety mission. Other priority focus areas for enforcement in FY 2024 will be drivers who are prohibited from driving due to a violation in the Drug and Alcohol Clearinghouse but are found to be operating, as well as motor carriers that were placed out of service but continue to operate.

In addition, the Office of Safety expects to implement recommendations from the TLTF and WOTAB in FY 2024. It is anticipated that both groups will submit recommendations on steps FMCSA can take to improve education, training, mentorship, and outreach and reduce barriers to entry or retention.

The Office of Safety manages the Agency's safety grants, commercial driver's license standards and regulations, drug and alcohol programs, and NTC. FMCSA's grant programs include the Motor Carrier Safety Assistance Program (MCSAP), High Priority Activities Program, Commercial Driver's License Program Implementation (CDLPI), the Commercial Motor Vehicle Operator Safety Training grants (CMVOST) and the Commercial Motor Vehicle Enforcement Training Support (CMV-ETS). The BIL significantly increased the funding for the Agency's grant programs and established a new grant for safety enforcement training. Among other priorities, the Agency's grant programs will continue to prioritize initiatives to identify and prevent human trafficking. In partnership with the Grants Management Office and Chief Counsel, the Office of Safety will conduct in-person performance reviews of grantees to assure the BIL priority metrics are met.

On average, through the MCSAP program, the States, and the Office of Safety conduct approximately 3.5 million inspections annually and perform over 12,000 investigations annually.

Through the MCSAP program, the States conduct over 40,000 new entrant safety audits each year. In FY 2024, due to increases in BIL grant funding in FY 2023 and working through the States, we expect an increase in inspections accompanying a traffic enforcement, stops involving unsafe driving, increased compliance reviews of risk-based carriers, increased safety audits focused on prohibited driver requirements, and investigations of out of service carrier operations. MC-S will monitor the outputs, work collaboratively with the Office of Policy in reporting metrics, and ensure that enforcement and compliance investigations are conducted equitably. Overall, the efforts will ensure safer people and safer vehicles.

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

In FY 2024, in alignment with the Department's NRSS, the Office of Safety will focus directly and indirectly on the NRSS principles of Safer People, Safer Roads, Safer Vehicles, and Safer Speeds. Specifically, the Agency will complete implementation of the rulemaking requiring State Driver Licensing Agencies to take disqualifying actions on Commercial Drivers' Licenses (CDLs) due to findings in the Agency's Drug and Alcohol Clearinghouse. In addition, FMCSA's electronic exchange rule, with a compliance date of August 22, 2024, requires electronic transmission of CDL violation information for faster suspensions and withdrawals of unsafe drivers' licenses.

In FY 2024, the Office of Safety will implement the requirements of automated emergency braking, automated driver system, speed limiters, safety fitness determination, and broker rules in the Agency's enforcement and compliance programs. These improved regulations will improve the safety of vehicles, drivers, and motor carriers.

In addition, the Office of Safety will be moving forward on the final rule to implement additional changes to the Drug and Alcohol Clearinghouse program based on lessons learned. These changes are expected to improve the Agency's ability to review requests from prohibited drivers.

Section 23016 of the BIL requires the GAO to conduct an audit of the Agency's National Consumer Complaint Database (NCCDB). It is anticipated that the Office of Safety will implement recommended improvements to the complaint processes and systems in FY 2024. This may include implementing a new complaints process. We expect a contract will be used to support the consolidation, review, and analysis, of complaints by category and more detailed analysis. MC-S staff would provide direction and resolution of enforcement determinations as needed for consumer protection. This new structure would address an increased number of complaints and build a sustainable model to support moving forward.

Development of a new complaint database is in support of the President’s Executive Order “Transforming Federal Customer Experience and Service Delivery to Rebuild Trust in Government.” The new system will allow MC-S to work with industry, the public consumer, and other partners to reduce administrative burdens, simplify both public-facing and internal processes to improve efficiency, and empower MC-S to solve problems.

In addition, the Office of Safety will initiate the changes needed to increase the crash types eligible for the Agency’s Crash Preventability Determination Program (CPDP). Currently, the program only provides for 16 crash types. The CPDP historically receives 15,000 requests for data review each year. It is anticipated that the proposed changes will add 5,000 requests per year.

During FY 2024, the Office of Safety will continue oversight of the Safe Driver Apprenticeship pilot program, which allows motor carriers meeting specific requirements to use drivers between 18 and 20 years of age in interstate commerce. The pilot program was initiated in FY 2022 and is scheduled to run into FY 2025. Monitoring the safety of participating motor carriers and drivers will be critical during FY 2024.

During FY 2024, the Office of Safety will continue to coordinate the Agency’s efforts to detect and prevent human trafficking. Notices of funding opportunity for the HPAP and CDLPI grants and the planning memoranda for MCSAP will continue to prioritize funding opportunities for States to increase efforts to detect and prevent human trafficking. The Office of Safety will continue to work with the Office of the Secretary to communicate and share information on human trafficking among the CMV community, including where FMCSA regulations can support appropriate action on a driver’s CDL when convicted of a human trafficking violation. In addition, the NTC will continue to provide training to Federal staff and will work with grantees to ensure State training includes this essential information.

In an effort to connect more with the public and increase engagement, the Office of Safety will be providing technical assistance and increased outreach to increase equity and reach underserved communities. The Office of Safety will be reaching out to academia and underrepresented grant applicants by providing increased outreach about our grant programs and technical assistance during the application process.

At the State level, the Office of Safety will continue to oversee the safety of 760,000 motor carriers and 6.8 million commercial drivers through monitoring and outreach. The organization will continue to identify unsafe motor carriers. FMCSA will conduct investigations and emphasize equity in enforcement, focusing on high and moderate risk carriers and other industry segments with statutory requirements for reviews.

Additionally, the organization will work with the States to improve equity in enforcement and to use high visibility traffic enforcement to reduce crashes by maintaining a visible police presence in high crash corridors, including increasing the number of inspections conducted.

To continue its focus on crash reduction, the Office of Safety will continue its state- specific Crash Stat program, roll out training on unsafe driving cases, and continue its focus on prohibited drivers and carriers operating when out-of-service.

In FY 2024, the Office of Safety will continue its in-service trainings to provide needed in person education to its staff. To improve operations, the organization will continue business process reviews to identify and execute needed efficiency and effectiveness changes.

The Office of Safety will begin developing an outreach and training element specifically for industry and drivers on crash preventive measures. For example, historical data demonstrates a pattern of CMV rear-end multi-fatal collisions caused by the CMV driver. The Office of Safety will work with the Outreach Division and industry to develop specific training programs based on crash data analysis.

The Office of Safety will assess the benefits of developing regulatory requirements for new CDL drivers as part of the Entry Level Driver Training program to identify any needed changes for improvement.

Section 3B - Motor Carrier Safety Grants

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out sections 31102, 31103, 31104, and 31313 of title 49, United States Code, \$516,300,000 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 \$516,300,000 in fiscal year 2024 for "Motor Carrier Safety Grants" provided under this heading: Provided further, That of the sums appropriated under this heading:

- (1) \$406,500,000 shall be available for the motor carrier safety assistance program;
- (2) \$43,500,000 shall be available for the commercial driver's license program implementation program;
- (3) \$60,00,000 shall be available for the high priority activities program;
- (4) \$1,300,000 shall be available for the commercial motor vehicle operators grant program;
and
- (5) \$5,000,000 shall be available for the commercial motor vehicle enforcement training and support grant program.

EXHIBIT III-1
Motor Carrier Safety Grants (69-X-8158) (69-2817 2024/2027)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Summary by Program Activity

(\$000)

	FY 2022	FY 2023	FY 2024
	ACTUAL	ENACTED	PRESIDENT'S
			BUDGET
Motor Carrier Safety Grants			
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 390,200	\$ 398,500	\$ 406,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,100	\$ 1,200	\$ 1,300
High Priority Activities Program (HPAP) (TF)	\$ 56,900	\$ 58,800	\$ 60,000
Commercial Drivers' License (CDL) Program Implementation Program	\$ 41,800	\$ 42,650	\$ 43,500
CMV Enforcement Training & Support Grant Program (TF)	\$ -	\$ 5,000	\$ 5,000
Border Maintenance & Modernization	\$ 43,000	\$ -	\$ -
SUBTOTAL	\$ 533,000	\$ 506,150	\$ 516,300
IIJA Supplemental Advance Appropriations			
Motor Carrier Safety Assistance Program (GF)	\$ 76,000	\$ 80,000	\$ 80,000
High Priority Activities Program (GF)	\$ 2,000	\$ 26,500	\$ 26,500
Commercial Motor Vehicle Operators Grant Program (GF)	\$ 24,000	\$ 2,000	\$ 2,000
Commercial Driver's License Implementation (GF)	\$ 3,200	\$ 16,000	\$ 16,000
SUBTOTAL	\$ 105,200	\$ 124,500	\$ 124,500
TOTAL	\$ 638,200	\$ 630,650	\$ 640,800

Motor Carrier Safety Grants provide funding to eligible States so they may conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. FMCSA also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and actively engages with industry and other stakeholders through Innovative Technology programs to improve the safety and productivity of commercial vehicles and drivers.

EXHIBIT III-1a
Motor Carrier Safety Grants (69-X-8158)
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2024
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$506,150</u>	
<u>ITEM</u>		
ADJUSTMENTS TO BASE:		
Inflation and other adjustments to base	\$0	
SUBTOTAL, ADJUSTMENTS TO BASE	\$0	0
PROGRAM REDUCTIONS		
SUBTOTAL, PROGRAM REDUCTIONS	\$0	0
PROGRAM INCREASES		
Motor Carrier Safety Assistance Program (MCSAP)	\$8,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$100	
High Priority Activities Program (HPAP)	\$1,200	
Commercial Drivers' License (CDL) Program Implementation Program	\$850	
CMV Enforcement Training & Support (CMVETS)	\$0	
SUBTOTAL, NEW OR EXPANDED PROGRAMS	\$10,150	0
FY 2024 REQUEST	\$516,300	0
Supplemental Appropriations		
Motor Carrier Safety Assistance Program (MCSAP)	\$80,000	
Commercial Motor Vehicle (CMV) Operator Grant Program	\$2,000	
High Priority Activities Program (HPAP)	\$26,500	
Commercial Drivers' License (CDL) Program Implementation Program	\$16,000	
TOTAL, Supplemental appropriations	\$124,500	0
TOTAL	\$640,800	0

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Motor Carrier Safety Grants (MCSG)

	FY 2022	FY 2023	FY 2024	FY 2024
	ENACTED	PRES.	TARGET	REQUEST
	BUDGET	BUDGET	TARGET	REQUEST
Motor Carrier Safety Grants				
Motor Carrier Safety Assistance Program (MCSAP) (TF)	\$ 390,500	\$ 398,500	\$ 406,500	\$ 406,500
Commercial Motor Vehicle (CMV) Operator Grant Program (TF)	\$ 1,100	\$ 1,200	\$ 1,300	\$ 1,300
High Priority Activities Program (HPAP) (TF)	\$ 57,600	\$ 58,800	\$ 60,000	\$ 60,000
Commercial Drivers' License (CDL) Program Implementation Program (TF)	\$ 41,800	\$ 42,650	\$ 43,500	\$ 43,500
CMV Enforcement Training & Support Grant Program (TF)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
SUBTOTAL	\$ 496,000	\$ 506,150	\$ 516,300	\$ 516,300
IJA Supplemental Advance Appropriations				
Motor Carrier Safety Assistance Program (GF)	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000
High Priority Activities Program (GF)	\$ 26,500	\$ 26,500	\$ 26,500	\$ 26,500
Commercial Motor Vehicle Operators Grant Program (GF)	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Commercial Driver's License Implementation (GF)	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000
SUBTOTAL	\$ 124,500	\$ 124,500	\$ 124,500	\$ 124,500
TOTAL	\$ 620,500	\$ 630,650	\$ 640,800	\$ 640,800

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

FMCSA requests **\$516.3 million** its Motor Carrier Safety Grants (MCSG) programs. The Bipartisan Infrastructure Law provides an additional **\$124.5 million** in advance appropriations, for total anticipated budgetary resources of **\$640.8 million**. FMCSA’s grants allow the Agency to improve motor carrier, CMV, and driver safety and to ensure the consistent nationwide application of laws. There are more than 638,000 FMCSA-regulated motor carriers and approximately 6.8 million commercial drivers, which includes 4.9 million CDL holders who are subject to Federal requirements. FMCSA will continue to partner with State and local agencies and other eligible safety stakeholders to improve safety. Included in the merit evaluation criteria for FMCSA discretionary grants programs is that the applicant has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies in the overall project delivery and implementation.

FMCSA’s formula and discretionary grant programs include:

Motor Carrier Safety Assistance Program (MCSAP): FMCSA requests **\$406.5 million**. These formula grants provide a reliable source of funding to State and Territorial MCSAP lead agencies to maintain and grown their motor carrier, CMV, and driver safety activities, including inspections, new entrant audits, compliance investigations, and public outreach. The MCSAP program will continue to support approximately 3.5 million annual CMV inspections, which allow States to identify serious safety deficiencies and stop unsafe drivers and vehicles from operating on the roadways, with a focus on high crash corridors.

With the additional **\$80.0 million** BIL advance appropriation included, FMCSA has prioritized States' participation in: conducting additional compliance reviews on motor carriers that present a risk to the public; completing a large number of new entrant safety audits; increasing CMV traffic enforcement; expanding outreach and education; and enhancing and updating human trafficking prevention and enforcement IT systems to ensure data integration exists between the States and FMCSA's Motor Carrier Management Information System (MCMIS). In addition, FMCSA will promote increased partnership between the MCSAP Lead agency and other local/state safety departments in the areas of CMV traffic enforcement activity where officers would focus on unsafe driving behaviors of CDL holders who operate at unsafe speeds, do not wear seatbelts, are impaired by substances, use cell phones, or are otherwise distracted.

Commercial Motor Vehicle Operator Safety Training Grants (CMVOST): FMCSA requests **\$1.3 million**. In addition, BIL advance appropriations provide **\$2.0 million** to support CMVOST grants. These discretionary grants may be awarded to State or local governments, as well as to accredited post-secondary educational institutions (public or private), including community colleges and truck-driver training schools to establish training for individuals to transition driving CMVs, with priority given to regional or multi-State educational or not-for-profit associations that recruit and train current and former members of the Armed Forces and their families.

With the additional \$2 million BIL advanced appropriation, FMCSA will provide funding to a larger number of eligible applicants to lower the training cost for new drivers entering the industry, with a priority for advancing racial equity and supporting underserved communities. This grant funding can be used for recruitment, training, technology, placement, retention, and graduates' safety records.

High Priority Activities Program (HPAP): FMCSA requests **\$60.0 million**. In addition, BIL advance appropriations provide **\$26.5 million** to support HP grants. The HP discretionary grant program provides financial assistance to States, local governments, federally recognized Indian tribes, and other political jurisdictions to carry out high-priority CMV safety and data activities and Innovative Technology Deployment (ITD) projects which advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations.

With the increased funding, FMCSA will be able to increase its support for additional traffic enforcement activities at State, local, and tribal enforcement agencies in identified areas with higher-than-average crash rates. The focus will be on the CMV crash-contributing driver factors such as unsafe speeding, impairment, and overall distraction that occur within their jurisdictions. Additionally, the BIL prioritizes increased emphasis on the prevention and detection and human trafficking, and establishes a program for grant funding to States to immobilize or impound passenger carrying CMVs that are determined to be unsafe or fail inspection.

Commercial Driver License Program Implementation (CDLPI) Grants: FMCSA requests **\$44.0 million**. In addition, BIL advance appropriations provide \$16.0 million to support CDLPI grants. FMCSA awards these discretionary grants to the State agency designated as the primary driver licensing agency responsible in addition to other eligible entities for the development, implementation, and maintenance of the CDL program. These grants may be awarded for the implementation of other CDL requirements such as the Entry Level Driver Training - Training Provider Registry, as well as the electronic exchange of CDL violation information. FMCSA will provide financial assistance to accelerate State licensing agencies adoption of key upcoming FMCSA data accountability mandates, all of which require State Driver Licensing Agencies (SDLA) to upgrade their IT systems. The mandates require electronic CDL conviction data exchange, and downgrade of CDLs for drivers whose positive tests for drugs or alcohol appear in the Drug and Alcohol Clearinghouse.

Commercial Motor Vehicle - Enforcement Training & Support Grants (CMV-ETS): FMCSA requests **\$5.0 million** in FY 2024 for this discretionary grant, first authorized in FY 2022 under the BIL. CMV-ETS establishes a State Partners training program through discretionary grants for nonprofit organizations to provide training to non-Federal employees who conduct CMV enforcement activities and to develop related training materials.

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

FMCSA's budget proposal focuses primarily on the following key priorities:

Prioritizing Safety: The proposal continues to focus the Agency's resources on targeting high-risk motor carriers and providing additional authorities to target unsafe entities in the motor carrier industry. With the additional resources provided under the BIL, FMCSA will be able to expand on current initiatives and implement new priorities. Key activities include:

- Increased funding for two grant programs, the MCSAP formula and the HPAP discretionary grants, will significantly expand proven on-the-ground enforcement by State, local, and tribal jurisdictions that prioritize removing unsafe drivers from the roadways. Emphasis will be on traffic enforcement that targets crash contributors such as unsafe speed, seat belt usage, cell/text compliance, impairment, and overall distraction, especially in high crash areas, work zones, and bicycle/pedestrian pathways. Priorities include the identification and deterrence of human trafficking.
- The effective dates of two key safety accountability rules are years away. The first requires States to automatically downgrade and disqualify prohibited drivers who have tested positive in a pre-employment or random drug or alcohol test. The second mandates States to stop using paper records and to implement an exclusive electronic exchange of history including the posting of convictions, withdrawals, and disqualifications through the Commercial Driver's License Information System (CDLIS). This will allow law enforcement to take timely action on CDL drivers suspended from operating CMVs. Funding through our CDLPI grants will provide

States with resources, such as upgrades to on-site inspections and IT, and to accelerate adoption of these two important administrative enforcement tools.

- Currently, participation in the Performance and Registration Information Systems Management (PRISM) is a requirement to receive MCSAP funding. The system allows law enforcement to quickly identify motor carriers and CMVs that are operating in violation of FMCSA rules and take them off the road. Today this system only contains data for CMVs over 26,000 pounds. However, because the sector of lighter CMVs is growing, as are their crash rates, additional MCSAP funding will be used to expand PRISM to include data on 10,000-to-26,000-pound CMVs and the motor carriers who are operating them, so these lighter unsafe vehicles and drivers can also be taken off the road.

Equity: FMCSA is committed to advancing equity through its policies, programs, and operations. The Agency will conduct outreach to underserved populations and communities to better understand barriers to participation in programs. In addition to FMCSA’s current efforts to promote equity, with additional IJJA funding, FMCSA will undertake the following initiatives:

- Expand the CMVOST grant work and include community-based apprenticeship training to potential CDL drivers focusing on underserved communities in accordance with Administration policy. The program’s funding will be for recruitment, training, technology, placement, retention, and graduates’ safety records.
- Expand outreach to heighten awareness among Minority Institutions of Higher Education (MIHE) concerning funding opportunities.
- Strengthen Title VI implementation. FMCSA will expand its approach to compliance, rather than relying exclusively on complaints. FMCSA’s Office of Civil Rights will conduct additional outreach to grant applicants and recipients to ensure they are aware of their responsibilities and require grantees to include proof of their compliance with Title VI with their grant application. Additionally, FMCSA will increase the number of desk audits of FMCSA grant applicants and recipients to ensure nondiscrimination on the basis of race, color, or national origin.
- Review CMV inspections reported by grantees to determine if trends indicate social equity bias in how drivers, vehicles, and carriers are selected for inspection or investigation and the extent of enforcement action taken in response to violations discovered.

**NATIONAL MOTOR CARRIER SAFETY PROGRAM
(69X8048)
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)**

No Funding is requested for this account in FY 2024

Section 4: Research and Technology

Department of Transportation
FY 2024 Budget
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Research, Development, & Technology Budget Narrative
(Budget Authority in Thousands)

Budget Account	FY 2022 ENACTED	FY 2023 ENACTED	FY 2024 PRESIDENT' S BUDGET	Applied	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Motor Carrier Safety Operations and Programs - Research & Technology	\$ 14,073	\$ 14,073	\$ 38,073	\$ 34,311	\$ 400	\$ 460	\$ 2,902	\$ -
<i>Produce Safer Drivers</i>	\$ 5,032	\$ 3,682	\$ 3,610	\$ 2,574	\$ 100	\$ 130	\$ 806	\$ -
<i>Improve Safety of CMVs</i>	\$ 1,558	\$ 2,489	\$ 3,610	\$ 2,574	\$ 100	\$ 130	\$ 806	\$ -
<i>Produce Safer Carriers</i>	\$ 5,557	\$ 1,764	\$ 2,904	\$ 2,059	\$ 100	\$ 100	\$ 645	\$ -
<i>Advance Safety Through Info-Based Initiatives</i>	\$ 1,926	\$ 3,897	\$ 26,904	\$ 26,059	\$ 100	\$ 100	\$ 645	\$ -
<i>Enable & Motivate Internal Excellence</i>	\$ -	\$ 2,241	\$ 1,045	\$ 1,045	\$ -	\$ -	\$ -	\$ -
Administrative (GOE)	\$ 3,010	\$ 3,010	\$ 3,010	\$ 2,167	\$ -	\$ -	\$ 843	\$ -
Total	\$ 17,083	\$ 17,083	\$ 41,083	\$ 36,478	\$ 400	\$ 460	\$ 3,745	\$ -

Exhibit IV-2 FY 2024 Budget Request
Department of Transportation
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Research, Development, & Technology Budget
(Budget Authority in Thousands)

Motor Carrier Safety Operations and Programs	FY 2024 Request	SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE & SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE
Research & Technology (R&T)							
<i>Produce Safer Drivers</i>	\$ 3,682	\$ 3,304	\$ 324	\$ -	\$ -	\$ 54	\$ -
<i>Improve Safety of CMVs</i>	\$ 2,489	\$ 2,165	\$ -	\$ -	\$ -	\$ 324	\$ -
<i>Produce Safer Carriers</i>	\$ 1,764	\$ 1,168	\$ 54	\$ -	\$ -	\$ 542	\$ -
<i>Advance safety and research through Info-Based Initiatives</i>	\$ 27,897	\$ 25,544	\$ -	\$ 324	\$ 649	\$ 1,380	\$ -
<i>Enable & Motivate Internal Excellence</i>	\$ 2,241	\$ -	\$ -	\$ -	\$ -	\$ 1,353	\$ 888
Total R&T	\$ 38,073	\$ 32,181	\$ 378	\$ 324	\$ 649	\$ 3,653	\$ 888
Administrative (GOE)	\$ 3,010	\$ 1,896	\$ -	\$ -	\$ -	\$ 602	\$ 512
Total R & T Program	\$ 41,083	\$ 34,077	\$ 378	\$ 324	\$ 649	\$ 4,255	\$ 1,400

Exhibit IV

Research & Technology Narrative

FMCSA’s Research and Technology (R&T) Program provides scientific research on driver, vehicle, and carrier issues impacting commercial motor vehicle (CMV) safety. The R&T program also conducts cross-cutting research related to safety data collection and information sharing. FMCSA R&T activities support the Department’s National Roadway Safety Strategy (NRSS) and the Department’s FY 2022-2026 Strategic Plan.

Driver-related research impacts safety performance in a variety of areas, including, but not limited to distraction, drowsiness, medical conditions, drug and alcohol use, in-cab human factors, hours-of-service rules, and factors impacting attainment and revocation of a commercial driver’s license (CDL).

Vehicle research focuses on the application of technologies, systems, and operating concepts to reduce crash risk and includes research on advanced driver assistance systems (ADAS), automated driving systems (ADS) as well as improvements in traditional vehicles safety system such as brakes, steering, mirrors, and lighting. In addition to addressing safety concerns, vehicle research is an opportunity to advance the Department’s climate change goals, for example research related to emergence of alternative fuels and electric/battery powered CMVs, and potential efficiency and environmental benefits associated with the implementation of “connected vehicle” technology. Research on leveraging advanced monitoring and diagnostic technologies to improve motor vehicle screening by State CMV enforcement agency partners at the roadside is also included with a focus on improving both the thoroughness and efficiency of safety screening processes.

Carrier-related research focuses on evaluating, refining, and developing new and existing carrier safety assessment tools, methods, and data management systems utilized in carrying out the Agency’s carrier oversight responsibilities. The R&T program also conducts research to identify industry best practices for a variety of carrier-based management responsibilities and functions that impact safety including driver compensation plans and practices; driver training and retention issues; and vehicle maintenance and inspection practices.

Cross-cutting research completed under the R&T program often focuses on enhanced data collection and information sharing activities, as well as on technologies and oversight processes with the potential to positively impact safety across multiple dimensions involving driver, vehicle, and carrier safety.

Program Objectives:

- **Produce Safer Drivers:** Develop driver-based safety countermeasures to reduce crashes.

- **Improve Safety of CMVs:** Improve truck and motorcoach safety through vehicle-based research and the deployment of CMV safety technologies.
- **Produce Safer Carriers:** Improve motor carrier safety by compiling and communicating best management practices to motor carriers, and work with industry to accelerate adoption of safety-enhancing technologies and processes.
- **Advance Safety and Research through Information-Based Initiatives:** Support agency research efforts by investigating the overall business, economic, and technical trends in the CMV industry, and by identifying and evaluating new and refined methods for collecting, analyzing, and disseminating safety related information.
- **Enable and Motivate Internal Excellence:** Ensure the relevance, quality, and performance of research and technology activities and develop efficient methods to respond quickly and flexibly to Departmental and agency needs.

T(V'Priority Program Activities and Focus for FY 2024

For FY 2024, the R&T program will continue its emphasis on research related to enhancing the safety of drivers, vehicles, and carriers, while expanding research in automated driving systems, electric vehicles, and roadside screening technologies, as well as driver employment, licensing, and fitness. While the R&T program is primarily directed at improving safety, projects and programs often address other DOT strategic goals. For each activity highlighted in the following sections, its contribution to one or more of DOT's strategic goals is noted.

Safer Drivers

- **Driver Fitness:** The Federal Motor Carrier Safety Regulations define the medical and physical conditions required to obtain the Commercial Driver's License (CDL) Medical Certification. Past research evaluated the standards for vision, diabetes, and seizures to determine if they are consistent with the latest medical research and provide recommendations for updates. Future research will examine other areas of the medical certification regulations, such as hypertension and length of the certification, to ensure CMV driver examinations and certifications stay current with the evolving field of medicine. (DOT Strategic Goals supported: ***Safety, Equity***)
- **CDL Qualifications:** FMCSA will continue research into CDL violation topics including driver disqualification, convictions, and proper adjudication processes to ensure CMV drivers are properly licensed to operate and drivers with violations are properly detected and/or disqualified by law enforcement personnel. (DOT Strategic Goals supported: ***Safety, Economic Strength***)
- **CMV Driver Fatigue** will remain an important area of focus for the R&T program. Support will continue for the North American Fatigue Management Program to ensure the content of the training courses and materials keep pace with the latest understanding of task monotony

and fatigue/hypo-vigilance, also known as passive fatigue. In addition, two Phase II Small Business Innovative Research (SBIR) projects will proceed with creation of prototypes for two different Driver Readiness Assessment technologies that will determine the level of driver alertness prior to the start of a driving shift. (DOT Strategic Goals supported: *Safety, Equity, Transformation*)

Safer Vehicles

- Recent FMCSA research has documented empirical safety data that commercial fleets using ADAS, such as automatic emergency braking and forward collision warning systems, have experienced reductions of CMV rear-end crashes by 80 percent thereby improving traffic flow. FMCSA will continue to partner with the motor carrier industry to promote the adoption of ADAS by fleets and drivers and measure deployment growth levels through the Agency's **Tech-Celerate Now Program**. The R&T program will conduct further research to quantify the safety benefits of newer ADAS such as camera-based mirror systems and automated steering assisting systems. (DOT Strategic Goals supported: *Safety, Transformation, Climate & Sustainability*)
- Automated vehicles may improve safety and reduce environmental impacts by preventing and mitigating crashes. Some automation applications may also improve fuel efficiency, though studies of real-world effects are still seeking to quantify benefits. R&T's **Automated CMV Evaluation (ACE) Program** will continue track-based testing and development of automation technologies using FMCSA's research vehicles. This program will support the shift toward wider use of automation in the CMV industry and help DOT's enforcement and regulatory approaches evolve to match the emerging transportation landscape. (DOT Strategic Goals supported: *Safety, Transformation, Climate & Sustainability*)
- The **Commercial Motor Vehicle Roadside Technology Corridor (CMVRTC)** is a collaboration between FMCSA and several other Federal and State agencies to promote technology transfer. Specifically, CMVRTC supports testing facilities at weigh stations to demonstrate, test, evaluate, and showcase innovative safety technologies that detect unsafe vehicle issues under real-world conditions to improve commercial truck and bus safety. Results from the program shape development of functional specifications for Motor Carrier Safety Assistance Program (MCSAP) and High Priority-Innovative Technology Deployment grant applications. (DOT Strategic Goals supported: *Safety, Transformation, Climate & Sustainability*)
- **Electric Vehicles** have the potential to reduce carbon emissions. The Electric Commercial Motor Vehicle Exploratory Research project will conduct a literature review and other preliminary research to set up future in-depth studies. General fields of interest include how electric CMVs can reduce carbon emissions, how electric vehicles may shape the CMV industry, and how electric vehicles may interact with established and fledgling safety technologies. (DOT Strategic Goals supported: *Safety, Transformation, Climate &*

Sustainability)

Safer Carriers

- FMCSA's **High Priority-Innovative Technology Deployment (HP-ITD) Grant Program** will continue to foster wider deployment across the country of real-time FMCSA-to-State motor carrier safety record data sharing as well as advanced safety technologies such as queue warning systems for truck drivers approaching slower traffic, tire anomaly detection systems that identify unsafe tires on trucks at highway speeds, and improved roadside access to databases that share motor carrier out-of-service data with enforcement personnel. Measures like these enable the removal of unsafe CMVs from the road and effective enforcement against non-compliant motor carriers. (DOT Strategic Goals supported: ***Safety, Transformation, Climate & Sustainability***)
- As a follow-on to a study recommended by the OIG and completed in 2014, FMCSA will investigate the **Impacts of Driver Detention Time on Safety**. The purpose of this project is to better understand the frequency and severity of detention time in the CMV industry, develop strategies to mitigate driver risks, and assess the safety and operational impacts of detention time, including frequency of violations to FMCSA's Hours of Service regulations. (DOT Strategic Goals supported: ***Safety, Economic Strength***)
- As required by Section 23022 of BIL, FMCSA established the **Safe Driver Apprenticeship Pilot (SDAP)** program which will evaluate the safety performance of certain 18-, 19-, and 20-year-old CDL holders to operate CMVs in interstate commerce. (DOT Strategic Goals supported: ***Safety, Economic Strength***).
- Section 23022(i) of the BIL further requires FMCSA to establish a contract with the National Academies Transportation Research Board to study the **Impact of Driver Compensation on Safety and Retention** to determine how various methods of driver compensation impact driver safety and retention. Compensation methods to be studied include hourly pay, payment for detention time, and any other compensation methods used by the industry. (DOT Strategic Goals supported: ***Safety, Economic Strength***)
- **Work zone and incident areas**, which are prone to congestion and often feature narrowed shoulders and complex signage, remain a hazardous space for interactions among vehicles. In FY 2024, the R&T Program will work with the Federal Highway Administration (FHWA) and State Departments of Transportation on developing a national framework for sharing standard data elements and following uniform operational procedures to reduce CMV crashes in work zones. These efforts will enable existing connected CMVs and future semi- and fully automated CMVs to safely navigate work zones and be alerted to slow moving traffic ahead due to other incidents and congestion. (DOT Strategic Goals supported: ***Safety, Transformation, Climate and Sustainability***)

Cross-Cutting Activities

- **Level VIII Inspections.** The Initiating Certified Highway Electronic Inspections to Enhance Safety and Reduce Large Truck Emissions Project represents FMCSA's answer to Secretary Buttigieg's Climate Challenge Initiative that he issued to all of the Department's modal administrations. Each year, State, and local truck inspectors conduct approximately 2.9 million roadside inspections and screen about 100 million CMVs, causing deceleration/acceleration and excessive idling. This project will require or incentivize the implementation of electronic (in-motion) CMV inspections to reduce idling time (and emissions) at State roadside inspection stations. (DOT Strategic Goals supported: ***Safety, Transformation, Climate and Sustainability, Economic Strength***)
- **Information Sharing.** New R&T Program data-related activities in FY 2024 include improved integration of databases, and efforts to expediently disseminate driver, vehicle, and carrier safety information across state and Federal organizations involved with CMV safety oversight. Selected activities include efforts to incorporate new data sources into existing databases and a study to gather crash data not currently widely collected. (DOT Strategic Goals supported: ***Safety, Transformation***)
- FMCSA's participation in the SBIR Program will continue to stimulate technological innovation, utilize small businesses to meet Federal research and development needs, encourage participation by minority and disadvantaged businesses in technological innovation, and increase private sector commercialization of innovations made possible by Federal research funding. This program helps ensure that small businesses continue to play a key role in technological transformation. (DOT Strategic Goals supported: ***Safety, Transformation, Equity, Economic Strength, Climate and Organizational Excellence***)

Progress Made Toward Achieving Strategic Goals

The research completed by the R&T program has proven critical in supporting agency safety rulemakings, identifying enforcement priorities, and facilitating technology transfer to the marketplace. Example program activities range from developing enhanced enforcement technologies, promoting safe rest habits for drivers, evaluating the safety implications of automated and semi-automated CMVs, and improving safety-related data sharing systems. Research projects provide evidence for the agency's rulemaking and enforcement priorities. The R&T Program is mandated under 49 USC 31108 and advances DOT's DOT strategic goals. FMCSA's FY 2024 research portfolio also directly or indirectly supports the principles of the NRSS: Safer People, Safer Roads, Safer Vehicle, Safer Speeds, and Post-Crash Care. FMCSA's research efforts are focused, results-based, measurable, and result in documented and communicated findings to support both industry and state government organizations involved in improving CMV safety.

Collaboration Partners:

Internal Collaboration Partners. The R&T Program is working with the National Highway Traffic Safety Administration (NHTSA) on a project to improve data availability on CMV crashes by identifying new data sources and analyzing near real time crash data from State partners, and a LTCCFS that will provide new insights into contributing factors to CMV crashes. FMCSA also works with FHWA and the Intelligent Transportation Systems Joint Program Office to answer research questions related to automated and connected CMVs and associated human factors issues, heavy vehicle crash avoidance and enterprise data, and the accelerated deployment of CMV safety technologies.

External Collaboration Partners. The R&T Program regularly receives, reviews, and responds to safety related CMV driver, carrier, and vehicle research and policy recommendations from other Government and private sector agencies such as the National Transportation Safety Board, the National Academies, the Transportation Research Board, the Motor Carrier Safety Advisory Committee, the Department of Energy, the U.S. Army, and the Commercial Vehicle Safety Alliance. FMCSA evaluates recommendations from these organizations and adjusts the R&T agenda as needed. The R&T Program also maintains close contact with the motor carrier industry broadly, collaborating with industry associations, equipment and truck suppliers, and motor carriers to advance safety improvement efforts.

Section 5: Information Technology

Department of Transportation
FY 2024 Budget Request
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Exhibit V: Information Technology Budget Narrative
(Budget Authority in Thousands)

Budget Account	FY 2022 Enacted	FY 2023 Enacted	FY 2024 President's Budget
Motor Carrier Safety Operations and Programs	\$ 41,277	\$ 63,098	\$ 99,098
<i>FMCSA Programmatic IT GOE Fund</i>	\$ 5,943	\$ -	\$ -
<i>Commodity IT WCF IT/IM Fund</i>	\$ 11,615	\$ 26,000	\$ 38,824
<i>FMCSA Programmatic IT</i>	\$ 23,719	\$ 37,098	\$ 60,274
Motor Carrier Safety Grants	\$ 1,046	\$ 1,102	\$ 1,102
<i>Grant Takedown Programmatic IT</i>	\$ 1,046	\$ 1,102	\$ 1,102
Total	\$ 42,323	\$ 64,200	\$ 100,200

FMCSA requests **\$100.2 million** in FY 2024 for information technology that supports its safety and regulatory programs as well as the Department’s ongoing initiative to transform and continue to consolidate the management of certain IT solutions centrally by the Department Office of the Chief Information Officer (OCIO).

Commodity IT Services through the WCF

OCIO will continue to provide commodity IT services to FMCSA in FY 2024. FMCSA’s share is based on actual commodity IT consumption in prior years as well as planned future consumption. FMCSA will only be charged for services rendered.

FMCSA requests **\$38.8 million** from the Motor Carrier Safety Operations and Programs account for its share of the Department’s investments in cybersecurity and commodity information technology including voice, cable, wireless, network engineering, campus area network, desktop services, server operations, directory and messaging services, enterprise licensing, and enterprise dashboards.

FMCSA IT Investments

FMCSA requests **\$60.3 million** to support operating and maintaining the Agency’s mission-specific IT systems that support its safety and regulatory programs, as well as executing appropriate development and modernization efforts to responsibly replace and retire or enhance outdated legacy systems. Of the \$60.3 million, \$36 million is requested from unobligated prior year balances to robust our IT modernization efforts.

Programmatic IT –

New Data Platform: FMCSA will complete development and delivery of the new FMCSA data platform, enabling the agency to better share, safeguard, govern and maintain data as the sole, authoritative source of CMV safety information. Completion of this project will enable FMCSA to:

- Serve as the authoritative source of highway safety data for the motor carrier industry.
- Streamline data exchanges between mission systems and eliminate redundant capabilities delivered by SAFER, SAFETYNET, CDLIS Gateway and other data structures implemented solely for information sharing between systems.
- Appropriately transition, decommission and replace legacy, obsolete data storage systems, including Motor Carrier Management Information System (MCMIS), Licensing and Insurance (L&I) database, Household Goods HHGs and Consumer Complaint Database (NCCDB) and other data storage systems.

Investigation Platform: FMCSA will complete development of the new, on-line investigation capability which will provide an all-in-one investigation suite, built onto the existing *SafeSPECT* platform. Completion of this milestone will

- Enable FMCSA and its State partners with a device independent web and mobile interface to perform inspections and investigations, thus achieving the greatest safety benefit through easier identification of high-risk carriers, drivers, and unsafe vehicles.
- Enable FMCSA to appropriately transition, decommission and replace legacy inspection and investigation systems, including Aspen, ACE Intervention Management (AIM), CAPRI, SENTRI, ELD, Query Central, QC Mobile, SAFETYNET, SAFER, UAS, Guard eFOTM, CAPRI Web Service, FTP SAFETYNET.

Other modal IT investments in FY 2024 include the following systems within this portfolio: Legacy Compliance Systems, Legacy Enforcement Systems, Legacy Enterprise Mission Support Services, FMCSA Portal, Analysis and Information (A&I) Online, DataQs, Case Docket Management System (CDMS), Compliance Safety and Accountability (CSA), Vetting Management Tool, GOTHAM, National Registry of Certified Medical Examiners (NRCME), Hazmat Intelligence Portal, IAA-Castle, and National Law Enforcement Telecommunication System (NLETS)

Grant Takedown – \$1.1 million supports all the FMCSA Grants Solutions programs as well as the FMCSA Commercial Vehicle Safety Plan (CVSP) online tool, named eCVSP, which helps ensure that States satisfy the CVSP requirements in 49 CFR § 350.213 and expedites FMCSA’s associated regulatory process.

Section 6: 10-Year Funding History Table

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

069X8159

LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
2006..... 213,000,000	2006..... 213,000,000
	2006 Rescission of Contract Authority(2,130,000) ¹
2007..... 223,000,000	2007..... 74,000,000
2008..... 228,000,000	2008..... 228,000,000
	2008 Rescission of Contract Authority(1,815,553) ²
2009..... 234,000,000	2009..... 234,000,000
	2009 Rescission of Contract Authority(4,839,259) ³
2010..... 239,828,000	2010..... 239,828,000
2011..... 244,144,000	2011..... 244,144,000
2012..... 276,000,000	2012..... 244,144,000
2013..... 250,000,000	2013..... 251,000,000
2014..... 259,000,000	2014..... 259,000,000
2015..... 315,770,000	2015..... 259,000,000
2016..... 329,180,000	2016..... 267,400,000
2017..... 277,200,000	2017..... 277,200,000
2018..... 283,000,000	2018..... 283,000,000
2019..... 284,000,000	2019..... 284,000,000
2020..... 288,000,000	2020..... 288,000,000
2021..... 288,000,000	2021..... 328,143,000
2022..... 288,000,000	2022..... 360,000,000
2023..... 367,500,000	2023..... 367,500,000
2024..... 375,000,000	

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

² Rescission of prior year carryover

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

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
069X8159
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
	2015 12,000,000 ⁶
2016..... 329,180,000	2016 267,400,000
2017..... 277,200,000	2017 266,892,000 ⁷
2018..... 283,000,000	2018 275,318,000 ⁸
2019..... 284,000,000	2019 284,000,000
2020..... 288,000,000	2020 288,000,000
2021..... 288,000,000	2021 328,143,000 ⁹
2022..... 288,000,000	2022 360,000,000
2023..... 367,500,000	2023 367,500,000
2024..... 435,000,000	

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

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

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

⁴ Continuing Resolution Annualized P.L. 112-175

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

⁶ Unobligated Balance carryover P.L. 113-235

⁷ Continuing Resolution Annualized P.L. 114-254

⁸ Continuing Resolution Annualized P.L. 115-96

⁹ 2021 Enacted Appropriations included re-purposed PY Unobligated Balance of \$40.143M, P.L. 116-260

069-2818
APPROPRIATIONS HISTORY
GENERAL FUND

APPROPRIATION REQUEST	APPROPRIATION ENACTED
2022.....10,000,000	2022.....10,000,000
2023.....10,000,000	2023.....10,000,000
2024.....10,000,000	

**MOTOR CARRIER SAFETY GRANTS
069X8158
LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)**

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
2006..... 282,000,000	2006..... 282,000,000
2007..... 297,411,000	2006 Rescission of Contract Authority (2,820,000) ¹
2008..... 300,000,000	2007..... 297,411,000 ²
	2008..... 300,000,000
	2008 Rescission of Contract Authority
	P.L. 110-161 (11,260,214) ³
2009..... 307,000,000	2009..... 307,000,000
	2009 Rescission of Contract Authority
	P.L. 111-8 (6,502,558) ⁴
2010..... 310,070,000	2010..... 307,000,000
	2010 Rescission of Contract Authority
	P.L. 111-8..... (1,610,661)
2011..... 310,070,000	2011..... 307,000,000
2012..... 330,000,000	2012..... 307,000,000
	2012 Rescission of Contract Authority
	P.L. 112-30..... (1,000,000)
2013..... 330,000,000	2013..... 310,000,000
2014..... 313,000,000	2014..... 313,000,000
2015..... 352,753,000	2015..... 239,671,234 ⁵
2016..... 339,343,000	2016..... 313,000,000
2017..... 367,000,000	2017..... 367,000,000
2018..... 374,800,000	2018..... 374,800,000
2019..... 381,800,000	2019..... 381,800,000
2020..... 387,800,000	2020..... 387,800,000
2021..... 387,800,000	2021..... 387,800,000
2022..... 387,800,000	2022..... 496,000,000
2023..... 506,150,000	2023..... 506,150,000
2024..... 516,300,000	

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

² Includes \$3,411,000 RABA adjustment

³ Rescission of prior year carryover

⁴ Rescission of prior year carryover

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

**MOTOR CARRIER SAFETY GRANTS
069X8158
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2006..... 282,000,000	2006 282,000,000
2007..... 297,508,000	2006 Rescission of Liquidating Cash(2,820,000) ¹
2008..... 300,000,000	2007297,411,000 ²
	2008 300,000,000
2009..... 307,000,000	2008 Rescission of Liquidation Cash(11,260,214) ³
	2009 307,000,000
2010..... 310,070,000	2009 Rescission of Liquidating Cash.....(6,502,558) ⁴
2011..... 310,070,000	2010 310,070,000
2012..... 330,000,000	2011 310,070,000
2013..... 330,000,000	2012 307,000,000
	2013308,878,840 ⁵
	2013 310,000,000
2014..... 313,000,000	2013 Across-the-Board Reduction(620,000) ⁶
2015..... 313,000,000	2014 313,000,000
2016..... 313,000,000	2015 313,000,000
2017..... 367,000,000	2016 313,000,000
2018..... 374,800,000	2017.....312,404,987 ⁷
2019.....381,800,000	2018.....561,800,000 ⁸
2020.....387,800,000	2019.....382,800,000 ⁹
2021.....387,800,000	2020.....391,136,000 ¹⁰
2022.....387,800,000	2021.....419,800,000 ¹¹
2023.....506,150,000	2022.....496,000,000
2024.....516,300,000	2023.....506,150,000

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

² Includes \$3,411,000 RABA adjustment

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

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

⁵ Continuing Resolution Annualized P.L. 112-175

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

⁷ Continuing Resolution Annualized P.L. 114-254

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

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

¹⁰ 2020 Enacted Appropriation included re-purposed PY Unobligated Balance of \$3.336

¹¹ 2021 Enacted Appropriation included re-purposed PY Unobligated Balance of \$32,000,000

069-2817
APPROPRIATIONS HISTORY
GENERAL FUND

APPROPRIATION REQUEST	APPROPRIATION ENACTED
2022.....124,500,000	2022.....124,500,000
2023.....124,500,000	2023.....124,500,000
2024.....124,500,000	

069X8048

LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)

CONTRACT AUTHORITY ESTIMATES	CONTRACT AUTHORITY
1998..... 90,000,000	1998.....
1999..... 100,000,000	1999.....
2000..... 155,000,000 ¹	2000..... (105,000,000) ⁴
2001..... 187,000,000 ²	2001..... 177,000,000
2002..... 204,837,000 ³	2002..... 205,896,000 ⁵
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Contract Authority(1,235,000) ⁶
2004.....	2004..... 190,000,000
	2004 Rescission of Contract Authority(1,121,000) ⁷
2005.....	2005..... 190,000,000
	2005 Rescission of Contract Authority(1,520,000) ⁸
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Contract Authority(5,212,858) ⁹
2009.....	2009 Rescission of Contract Authority(19,571,910) ¹⁰
2010.....	2010 Rescission of Contract Authority(3,232,639)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....
2020.....	2020.....
2021.....	2021.....
2022.....	2022.....
2023.....	2023.....
2024.....	2024.....

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

069X8048
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)

APPROPRIATION ESTIMATES	APPROPRIATION
1998..... 100,000,000	1998.....
1999..... 100,000,000	1999.....
2000..... 155,000,000 ¹	2000..... (105,000,000) ⁴
2001..... 187,000,000 ²	2001..... 177,000,000
	2001 Rescission of Liquidating Cash..... (389,400) ⁵
2002..... 204,837,000 ³	2002..... 205,896,000 ⁶
2003..... 190,000,000	2003..... 190,000,000
	2003 Rescission of Liquidating Cash..... (1,235,000) ⁷
2004.....	2004..... 190,000,000
	2004 Rescission of Liquidating Cash..... (1,121,000) ⁸
2005.....	2005..... 190,000,000
	2005 Rescission of Liquidating Cash..... (1,520,000) ⁹
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash..... (5,212,858) ¹⁰
2009.....	2009 Rescission of Liquidating Cash..... (19,571,910) ¹¹
2010.....	2010 Rescission of Liquidating Cash..... (3,232,639)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....
2020.....	2020.....
2021.....	2021.....
2022.....	2022.....
2023.....	
2024.....	

¹ Includes \$50 million in revenue aligned budget authority

² Includes \$10 million in revenue aligned budget authority

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

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

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

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

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

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

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

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

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

**MOTOR CARRIER SAFETY
069X8055
LIQUIDATION OF CONTRACT AUTHORITY (HIGHWAY TRUST FUND)**

CONTRACT AUTHORITY ESTIMATES

CONTRACT AUTHORITY

1995.....	73,000,000
1996.....	68,000,000
1997.....	74,000,000
1998.....	
1999.....	
2000.....	
2001.....	
2002.....	
2003.....	
2004.....	
2005.....	
2006.....	
2007.....	
2008.....	
2009.....	
2010.....	
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	
2022.....	
2023.....	
2024.....	

1995.....	73,000,000
1996.....	68,000,000
1996 Rescission of Contract Authority ..	(33,000,000) ¹
1997.....	74,000,000
1997 Rescission of Contract Authority ..	(12,300,000) ²
1998.....	85,000,000
1999.....	100,000,000
2000.....	105,000,000
2001.....	
2002.....	
2003.....	
2004.....	
2005.....	
2006.....	
2007.....	
2008 Rescission of Contract Authority	(32,187,720) ³
2009 Rescission of Contract Authority	(2,231,259) ⁴
2010 Rescission of Contract Authority	(6,415,501)
2011.....	
2012.....	
2013.....	
2014.....	
2015.....	
2016.....	
2017.....	
2018.....	
2019.....	
2020.....	
2021.....	
2022.....	
2023.....	
2024.....	

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
069X8055
LIMITATION ON OBLIGATIONS (HIGHWAY TRUST FUND)**

APPROPRIATION ESTIMATES	APPROPRIATION
2000.....	2000..... 76,058,400 ¹
2001..... 92,194,000	2001..... 92,194,000
	2001 Rescission of Liquidating Cash..... (202,827) ²
2002..... 139,007,000	2002..... 110,000,000
	2002 Rescission of Liquidating Cash..... (158,000) ³
	2002 Rescission of Liquidating Cash..... (107,000) ⁴
2003..... 117,464,000	2003..... 117,464,000
	2003 Rescission of Liquidating Cash..... (763,516) ⁵
	2003 Rescission of Liquidating Cash..... (200,000) ⁹
2004.....	2004..... 176,070,000
	2004 Rescission of Liquidating Cash..... (1,532,675) ⁶
2005.....	2005..... 257,547,000
	2005 Rescission of Liquidating Cash..... (2,698,376) ⁷
2006.....	2006.....
2007.....	2007.....
2008.....	2008 Rescission of Liquidating Cash..... (32,187,720) ⁸
2009.....	2009 Rescission of Liquidating Cash..... (2,231,259) ⁹
2010.....	2010 Rescission of Liquidating Cash..... (6,415,501)
2011.....	2011.....
2012.....	2012.....
2013.....	2013.....
2014.....	2014.....
2015.....	2015.....
2016.....	2016.....
2017.....	2017.....
2018.....	2018.....
2019.....	2019.....
2020.....	2020.....
2021.....	2021.....
2022.....	2022.....
2023.....	
2024.....	

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

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

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

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

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

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

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

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

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