Federal Motor Carrier Safety Administration

Education, Compliance, and Partnerships for Safety

Cathy Gautreaux
Deputy Administrator
FMCSA Playbook

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Our **Mission**

To prevent crashes, injuries, and fatalities involving large trucks and buses through:

**REGULATION**
Developing and enforcing data-driven regulations that balance motor carrier (truck and bus companies) safety with efficiency.

**RESEARCH**
Conducting and using transformative research that focuses on risk factors and safety technology to inform and enhance FMCSA’s programs and priorities.

**ENFORCEMENT**
Determining if carriers and drivers are operating in compliance with regulations.

**TECHNOLOGY**
Providing technology solutions to support delivery of products and services that promote safety and compliance.

**EDUCATION**
Targeting educational messages to carriers, commercial drivers, and the public.

**Education, Compliance, and Partnerships for Safety**
Key Safety Priorities

Our focus for FY18 in support of the Department’s strategic goals.

USDOT Secretary Elaine Chao

- Safety - Priority #1
- Infrastructure
- Innovation

Federal Motor Carrier Safety Administration

- Road to Zero: End fatalities on the nation’s road within the next 30 years
- Safety: Implement comprehensive program based on data-driven, smart regulations
- Talent Management: Secure and maintain optimal workforce
- OUTREACH: Educate our internal and external stakeholders
- Partnership: Actively engage stakeholders — law enforcement, industry, safety advocates, public, academia
Industry **Snapshot**

- **5.9 MILLION** CMV DRIVERS (AS OF 2016)
- **524,058** REGULATED CARRIERS OPERATING IN THE U.S. (AS OF 2016)
- **11.5 MILLION** LARGE TRUCKS REGISTERED (AS OF 2016)
- **976,161** BUSES REGISTERED (AS OF 2016)
- **304 BILLION** VEHICLE MILES TRAVELED IN 2016 (LARGE TRUCKS AND BUSES)
- **11.4 BILLION TONS** FREIGHT SHIPPED IN THE U.S. IN 2015
- **604 MILLION** PASSENGER TRIPS IN THE U.S. AND CANADA IN 2014

**Note:** Some numbers are rounded.

Regulated Motor Carriers

Carriers (524,058) by Headquarters (Domicile) Location, 2017

Source: FMCSA, Motor Carrier Management Information System (MCMIS), as of February 2017.
# Motor Carriers Operating in the U.S.

## Active Motor Carriers by Type, 2016

<table>
<thead>
<tr>
<th>Type</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Freight*</td>
<td>493,730</td>
</tr>
<tr>
<td>Interstate Passenger</td>
<td>12,603</td>
</tr>
<tr>
<td>Intrastate Hazardous Materials</td>
<td>17,725</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>524,058</strong></td>
</tr>
</tbody>
</table>

*Includes Household Goods Carriers

## FMCSA-Regulated Carriers by Number of Power Units, 2016

<table>
<thead>
<tr>
<th>Power Units</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Power Unit</td>
<td>242,832</td>
</tr>
<tr>
<td>2 Power Units</td>
<td>90,910</td>
</tr>
<tr>
<td>3-10 Power Units</td>
<td>136,322</td>
</tr>
<tr>
<td>11-100 Power Units</td>
<td>46,636</td>
</tr>
<tr>
<td>&gt;100 Power Units</td>
<td>4,171</td>
</tr>
<tr>
<td>No Power Units/Unreported</td>
<td>3,187</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>524,058</strong></td>
</tr>
</tbody>
</table>

Reason for **Action**

From 2015 to 2016, the number of fatal crashes involving large trucks or buses **increased by 5.6 percent.**

- **3.4%** Increase in the number of large trucks involved in fatal crashes
- **13.1%** Decrease in the number of buses involved in fatal crashes
- **4,079** Fatal crashes in 2016
- **4,564** Lives lost in 2016
- **4.5%**
Agency **At A Glance**

Ensuring the safety of motor carriers, commercial vehicles, and drivers is what we do.

### Core Principles

- **Raising**
  - Raising the safety bar to enter the motor carrier industry

- **Requiring**
  - Requiring carriers and drivers to comply with rigorous safety standards

- **Removing**
  - Removing high-risk carriers, and unsafe companies, drivers and vehicles from the road

### National Footprint

- **An Operating Administration**
  - One of 11 Operating Administrations at U.S. Department of Transportation

- **Established January 1, 2000**
  - DOT established FMCSA on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999

- **Dispersed Team of Professionals**
  - 25% Headquarters, 75% Field Offices including investigators, auditors, and border inspectors

**Education, Compliance, and Partnerships for Safety**
Our **Reach**

FMCSA accomplishes its mission in large part through relationships with external stakeholders, including industry trade associations, safety advocates, and state and local governments.

**FMCSA programs and initiatives align to the following capabilities:**

- **Registration** - processing and reviewing applications for operating authority
- **Inspection** - conducting roadside inspections of large trucks and buses and enabling access to inspection data
- **Compliance** - identifying and investigating carriers for safe operations and maintaining high safety standards to remain in the industry
- **Enforcement** - determining whether carriers and drivers are operating in compliance with regulations

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**1,000+** Employees across the country

**50%** of the agency’s overall budget is grant funding to state governments and other entities

**32,000** new entrant safety audits per year

**Over 3.4 million** Commercial Motor Vehicle (CMV) inspections per year

**Mission supported by 12,000+** safety professionals through FMCSA grants

**7,000** Investigations conducted annually
Grant Program Funding **FY15 – FY18**

Overview of amounts of Commercial Motor Vehicle (CMV) and driver safety grant funding by program and fiscal year before and after the FAST Act.

<table>
<thead>
<tr>
<th>Program Names</th>
<th>Actual FY 2015</th>
<th>Actual FY 2016</th>
<th>FAST-Act Actual 2017</th>
<th>FAST-Act Planned FY2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Carrier Safety Assistance Program (MCSAP)</td>
<td>$168,275,000</td>
<td>$168,275,000</td>
<td>$288,211,000</td>
<td>$294,416,500</td>
</tr>
<tr>
<td>Border Enforcement</td>
<td>$32,000,000</td>
<td>$32,000,000</td>
<td>Merged into MCSAP</td>
<td>N/A</td>
</tr>
<tr>
<td>New Entrant</td>
<td>$32,000,000</td>
<td>$30,012,668</td>
<td>Merged into MCSAP</td>
<td>N/A</td>
</tr>
<tr>
<td>High Priority</td>
<td>$15,000,000</td>
<td>$15,000,000</td>
<td>$41,557,857</td>
<td>$42,453,500</td>
</tr>
<tr>
<td>Innovative Technology Deployment (formerly CVISN)</td>
<td>$25,000,000</td>
<td>$16,048,337</td>
<td>Merged into MCSAP/HP</td>
<td>N/A</td>
</tr>
<tr>
<td>Performance and Registration Information Systems Management (PRISM)</td>
<td>$5,000,000</td>
<td>$5,000,000</td>
<td>Merged into MCSAP/HP</td>
<td>N/A</td>
</tr>
<tr>
<td>Safety Data Improvement</td>
<td>$3,000,000</td>
<td>$1,809,404</td>
<td>Merged into MCSAP/HP</td>
<td>N/A</td>
</tr>
<tr>
<td>CMV Operator</td>
<td>$2,300,000</td>
<td>$996,947</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>CDL Program Implementation</td>
<td>$30,000,000</td>
<td>$26,397,372</td>
<td>$30,732,000</td>
<td>$31,323,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$312,575,000</strong></td>
<td><strong>$295,539,728</strong></td>
<td><strong>$361,500,857</strong></td>
<td><strong>$369,193,000</strong></td>
</tr>
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**Key Safety Initiatives**

The key safety initiatives that are currently in development or that have been implemented by FMCSA reflect the priorities of the agency and our commitment to maintaining a safe and efficient transportation system.

<table>
<thead>
<tr>
<th>Initiative</th>
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<tbody>
<tr>
<td>Electronic Logging Devices (ELDs)</td>
<td>Hours of Service ANPRM</td>
</tr>
<tr>
<td>Drug &amp; Alcohol Clearinghouse</td>
<td>Under 21 Military CDL Pilot</td>
</tr>
<tr>
<td>Crash Preventability Demonstration Program</td>
<td>Compliance Safety Accountability Program</td>
</tr>
</tbody>
</table>
Automated Driving System (ADS) Updates

As automated vehicle technology rapidly advances, FMCSA is working to support the development of a comprehensive framework to proactively address commercial sector implementation of SAE Level 3, 4, and 5 ADS through regulation review, rigorous research, stakeholder collaboration, and public input. We acknowledge that artificial intelligence can take the place of a driver in a vehicle. Our goal is to enable the safe operation of Commercial Motor Vehicles equipped with Automated Driving Systems on the nation’s transportation system to improve safety, prevent crashes and efficiently move passengers and commerce.

**FMCSA is preparing for evolving technologies**

The Agency is soliciting feedback from traditional and new stakeholders as automation technologies advance

**Key stakeholders groups include:**

- Labor
- Cyber
- Academia
- Public Sector
- Law Enforcement
- Insurance
- Telecom
- Freight
- Developers
- Commerce
- Advocacy
- Energy
Automated Driving System (ADS) Strategy

FMCSA has developed a comprehensive ADS strategy

The Agency’s strategy to enable the safe deployment of ADS-equipped commercial motor vehicles focuses on building knowledge and identifying and implementing best practices.

Phase I. Building Foundational Knowledge

Engage stakeholders to gather information about ADS.

Phase II. Identifying What Works

Determine how to safely develop, test, and deploy ADS-equipped CMVs through rigorous research and stakeholder engagement.

Phase III. Implementing Leading Practices

Use prior findings to identify and implement leading practices.
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