U.S. Department of Transportation

Federal Motor Carrier Safety Administration

Education, Compliance, and Partnerships for Safety

Cathy Gautreaux
Deputy Administrator
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 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.
- **OUTREACH**: Targeting educational messages to carriers, commercial drivers, and the public.
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.

- **1,100+** Employees across the country
- **56%** 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
- **8,000+** Investigations conducted annually
- **12,000+** safety professionals through FMCSA grants
Grant Program Funding FY2016 – FY2019

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

<table>
<thead>
<tr>
<th>Program Names</th>
<th>Actual FY 2016</th>
<th>FAST Act Actual FY2017</th>
<th>FAST Act Actual FY2018</th>
<th>FAST Act Planned FY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Carrier Safety Assistance Program (MCSAP)</td>
<td>$215,275,000</td>
<td>$288,211,000</td>
<td>$294,416,500</td>
<td>$299,735,500</td>
</tr>
<tr>
<td>Border Enforcement</td>
<td>$32,000,000</td>
<td>Merged into MCSAP</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>New Entrant (NE)</td>
<td>$32,000,000*</td>
<td>Merged into MCSAP</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>High Priority (HP)</td>
<td>$15,000,000*</td>
<td>$41,567,000</td>
<td>$42,453,500</td>
<td>$43,340,000</td>
</tr>
<tr>
<td>Innovative Technology Deployment (formerly CVISN)</td>
<td>$25,000,000</td>
<td>Merged into MCSAP/HP</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Performance and Registration Information Systems Management (PRISM)</td>
<td>$5,000,000</td>
<td>Merged into MCSAP/HP</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Safety Data Improvement</td>
<td>$3,000,000</td>
<td>Merged into MCSAP/HP</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>CMV Operator Safety Training</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>CDL Program Implementation</td>
<td>$30,000,000</td>
<td>$30,732,000</td>
<td>$31,323,000</td>
<td>$32,012,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$310,275,000</strong></td>
<td><strong>$361,510,000</strong></td>
<td><strong>$369,193,000</strong></td>
<td><strong>$376,087,000</strong></td>
</tr>
</tbody>
</table>

* - NE and HP grant funding were counted in MCSAP funding ($218 million) in FY2016
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
- OUTREACH: Educate our internal and external stakeholders
- Partnership: Actively engage stakeholders – law enforcement, industry, safety advocates, public, academia
Industry Snapshot

- **6.1 MILLION** CMV DRIVERS (AS OF 2017)
- **543,061** 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)
- **11.6 BILLION TONS** FREIGHT SHIPPED IN THE U.S. IN 2016
- **596 MILLION** PASSENGER TRIPS IN THE U.S. AND CANADA IN 2014

**Note:** Some numbers are rounded.

**Sources:** FMCSA Pocket Guide to Large Truck and Bus Statistics, 2018; Federal Highway Administration, *Highway Statistics 2016*. 
Regulated Motor Carriers

Carriers (543,061) by Headquarters (Domicile) Location, 2018

Source: FMCSA, Motor Carrier Management Information System (MCMIS), as of August 2018.
### Active Motor Carriers by Type, 2017

<table>
<thead>
<tr>
<th>Type</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Freight*</td>
<td>511,746</td>
</tr>
<tr>
<td>Interstate Passenger</td>
<td>12,699</td>
</tr>
<tr>
<td>Intrastate Hazardous Materials</td>
<td>18,616</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>543,061</td>
</tr>
</tbody>
</table>

*Includes Household Goods Carriers

### FMCSA-Regulated Carriers by Number of Power Units, 2017

<table>
<thead>
<tr>
<th>Power Units</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Power Unit</td>
<td>253,035</td>
</tr>
<tr>
<td>2 Power Units</td>
<td>92,937</td>
</tr>
<tr>
<td>3-10 Power Units</td>
<td>139,569</td>
</tr>
<tr>
<td>11-100 Power Units</td>
<td>47,989</td>
</tr>
<tr>
<td>&gt;100 Power Units</td>
<td>4,273</td>
</tr>
<tr>
<td>No Power Units/Unreported</td>
<td>5,258</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>543,061</td>
</tr>
</tbody>
</table>

Reason for **Action**

From 2016 to 2017, the number of fatal crashes involving large trucks or buses increased by 9.2 percent.

- **10.5%** Increase in the number of large trucks involved in fatal crashes
- **4,455** Fatal crashes in 2017
- **2.2%** Increase in the number of buses involved in fatal crashes
- **5,005** Lives lost in 2017

Large Trucks and Bus Fatal Crashes, 2005-2017

## Large Truck Fatal Crashes: Weight Rating

<table>
<thead>
<tr>
<th>Truck Weight Rating</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Class 1: &lt; 6,000 lb</td>
<td>0</td>
<td>0.0%</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td>Class 2: 6,001 - 10,000 lb</td>
<td>2</td>
<td>0.1%</td>
<td>5</td>
<td>0.1%</td>
</tr>
<tr>
<td>Class 3: 10,001 - 14,000 lb</td>
<td>155</td>
<td>4.1%</td>
<td>144</td>
<td>3.5%</td>
</tr>
<tr>
<td>Class 4: 14,001 - 16,000 lb</td>
<td>70</td>
<td>1.9%</td>
<td>70</td>
<td>1.7%</td>
</tr>
<tr>
<td>Class 5: 16,001 - 19,500 lb</td>
<td>79</td>
<td>2.1%</td>
<td>85</td>
<td>2.1%</td>
</tr>
<tr>
<td>Class 6: 19,501 - 26,000 lb</td>
<td>221</td>
<td>5.9%</td>
<td>221</td>
<td>5.4%</td>
</tr>
<tr>
<td>Class 7: 26,001 - 33,000 lb</td>
<td>235</td>
<td>6.3%</td>
<td>257</td>
<td>6.3%</td>
</tr>
<tr>
<td>Class 8: &gt; 33,000 lb</td>
<td>2,902</td>
<td>77.4%</td>
<td>3,191</td>
<td>78.3%</td>
</tr>
<tr>
<td>Unknown</td>
<td>85</td>
<td>2.3%</td>
<td>100</td>
<td>2.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,749</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>4,074</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

**Source:** National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).
Key Safety Initiatives

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.

- Electronic Logging Devices (ELDs)
- Hours of Service
- Automated Driving Systems (ADS)
- Human Trafficking

*NOTE: Driver/CDL issues will be covered later in the program by FMCSA staff...
Key Safety Initiatives: ELDs

Electronic Logging Devices

- ELDs will reduce the number of drivers exceeding hours of service, reduce driver fatigue and save lives — without impeding commerce or safety.

- ELDs could prevent more than 1,800 avoided crashes annually, 562 fewer injuries, and save 26 lives each year.

- 1.4 million driver inspections conducted since April 1, 2018, fewer than 1% of drivers inspected cited for failing to have an ELD when required to do so.

- Hours-of-Service violations have decreased by 48% over the last year.

- NOTE: Automatic On-Board Recording Devices or AOBRDs purchased and in-use prior to December 18, 2017, can still be used until December 16, 2019.
Key Safety Initiatives: HOS

Hours of Service

• Regulations unchanged for nearly 15 years for trucking – the 1930s for the buses

• Published an Advance Notice of Proposed Rulemaking (ANPRM). The comment period closed on October 10, and we thank you for sharing your views.

• FMCSA held listening sessions on potential changes to the regulations laid out in the ANPRM

• The ANPRM requested comments on
  • Short-haul limit
  • Adverse driving conditions exception
  • 30-minute rest break
  • Split sleeper berth

• Reviewing more than 5,200 public comments
Key Safety Initiatives: Automated Driving Systems (ADS)

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
Key Safety Initiatives: Automated Driving Systems (ADS)

U.S. DOT has established a clear and consistent Federal approach to shaping policy for automated vehicles, based on the following six principles.

1. We will prioritize safety.
2. We will remain technology neutral.
3. We will modernize regulations.
4. We will encourage a consistent regulatory and operational environment.
5. We will prepare proactively for automation.
6. We will protect and enhance the freedoms enjoyed by Americans.
## Key Safety Initiatives: Human Trafficking

### Combatting Human Trafficking

- **Transportation Advisory Committee on Human Trafficking**

- **Transportation Leaders Against Human Trafficking – Educational Outreach** for transportation employees and the traveling public on how to report suspicious activity.

- **Combating Human Trafficking in Commercial Vehicles Act** expands FMCSA’s outreach and education program to include human trafficking recognition, prevention, and reporting activities.

- **The No Human Trafficking on Our Roads Act - Permanent CDL Disqualification.**

- **FMCSA Commercial Driver’s License Program Implementation (CDLPI) Grant Program.** 
  $430,000 in grants supporting education, outreach, and training initiatives to combat human trafficking.
Our Contact Information

CALL US
+202-366-1927
+800-832-5660

FIND US
FMCSA.dot.gov

LIKE US
www.facebook.com/FMCSA

VISIT US
US Department of Transportation
1200 New Jersey Ave., S.E.
Washington, DC 20590

WE ARE HERE

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