

U.S. Department of **Transportation**



Federal Motor Carrier Safety Administration

Education, Compliance, and Partnerships for Safety

REGULATION

INSPECTION

COMPLIANCE

ENFORCEMENT

Cathy Gautreaux
Deputy Administrator

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

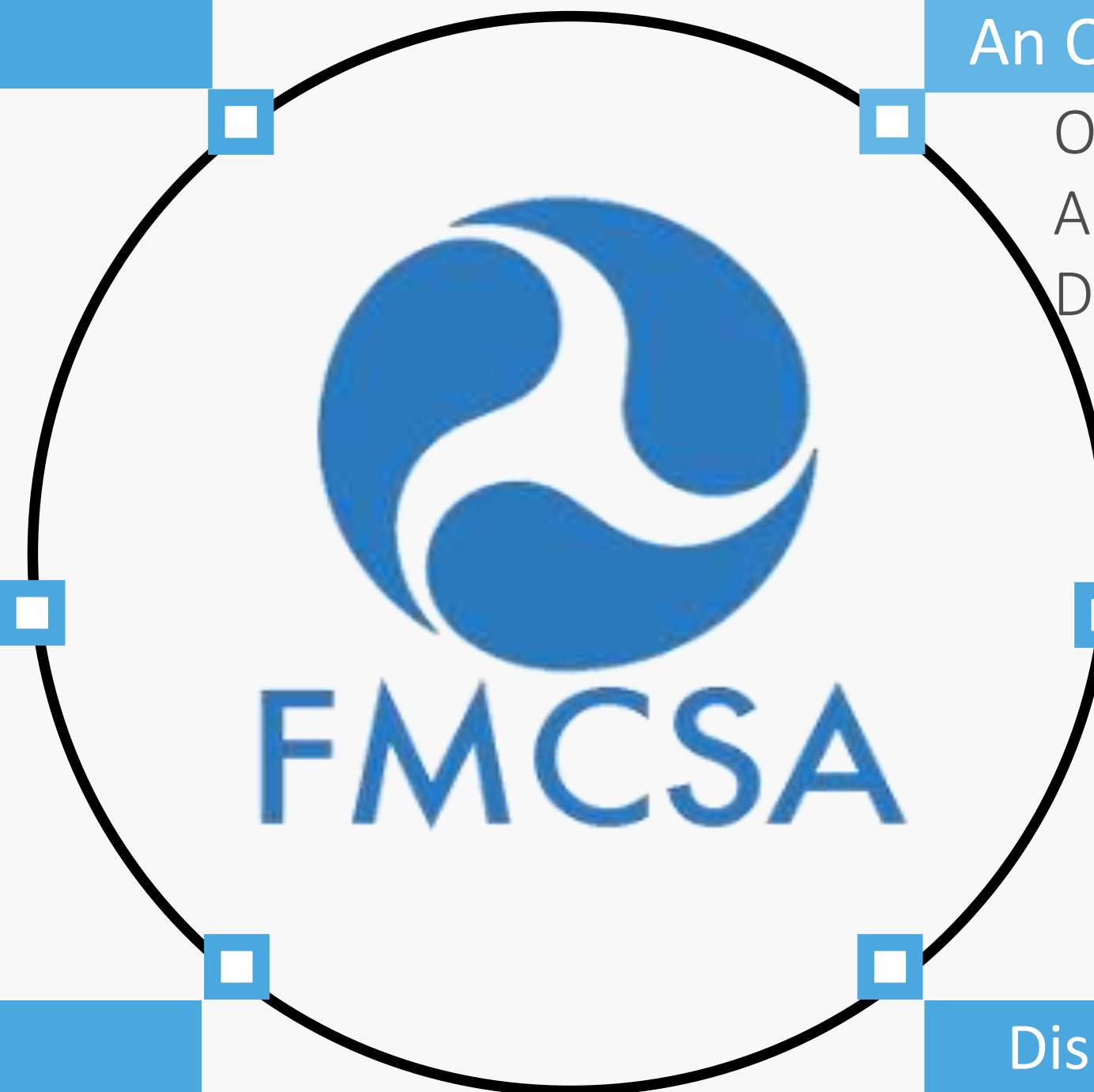
One of 11 Operating Administrations at U.S. Department of Transportation

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



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.



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.

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

* - 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)



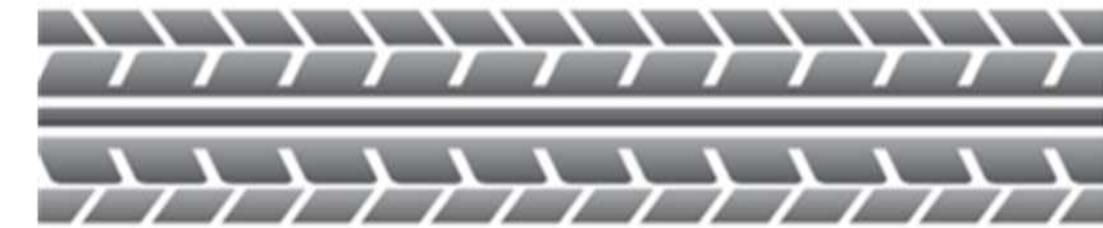
543,061
REGULATED CARRIERS
OPERATING IN THE U.S. (AS OF 2016)



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

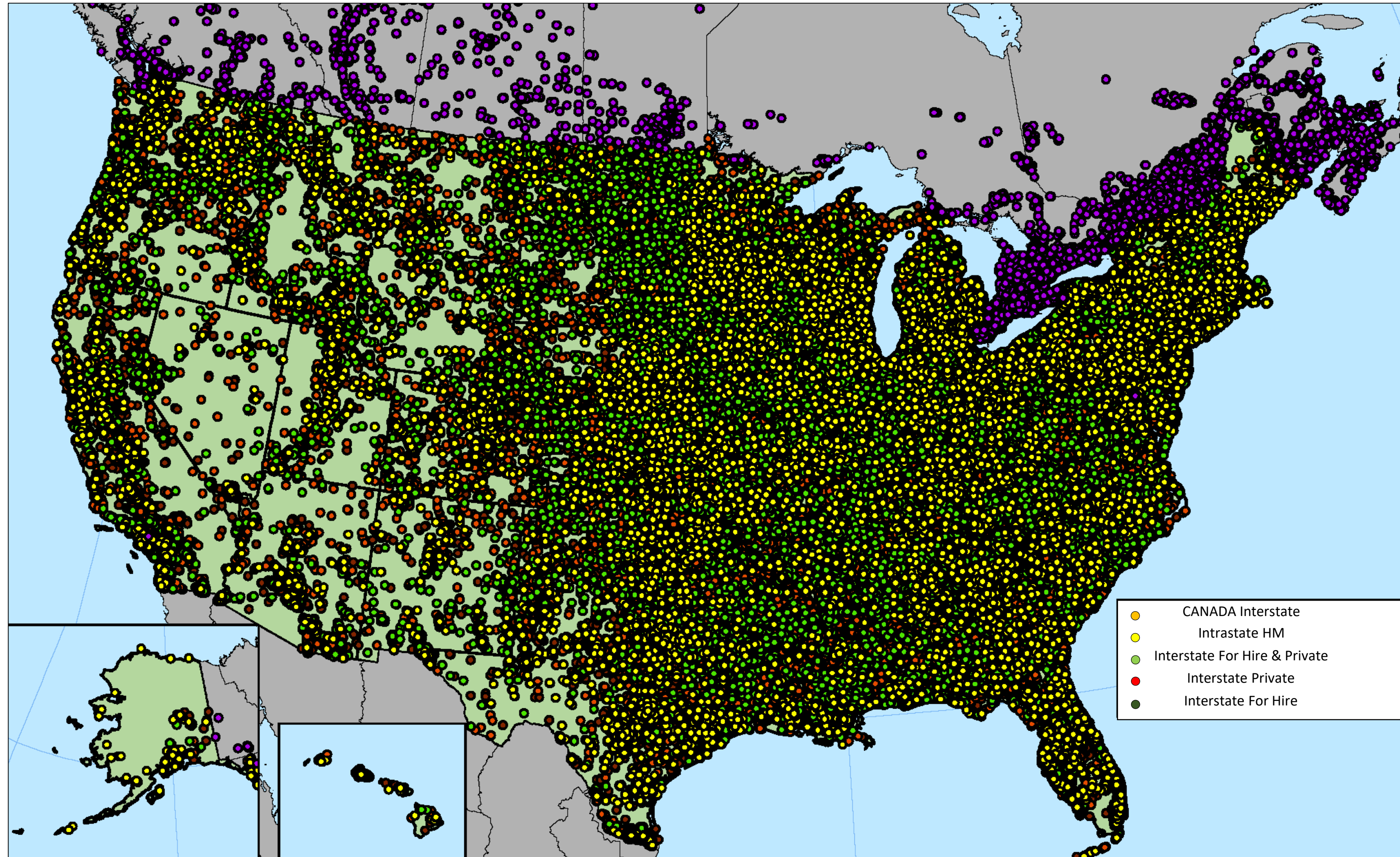
Note: Some numbers are rounded.

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

FMCSA Regulated Motor Carriers



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



Source: FMCSA, Motor Carrier Management Information System (MCMIS), as of August 2018.

Motor Carriers Operating in the U.S.



Active Motor Carriers by Type, 2017

Type	2017
Interstate Freight*	511,746
Interstate Passenger	12,699
Intrastate Hazardous Materials	18,616
Total	543,061

FMCSA-Regulated Carriers by Number of Power Units, 2017

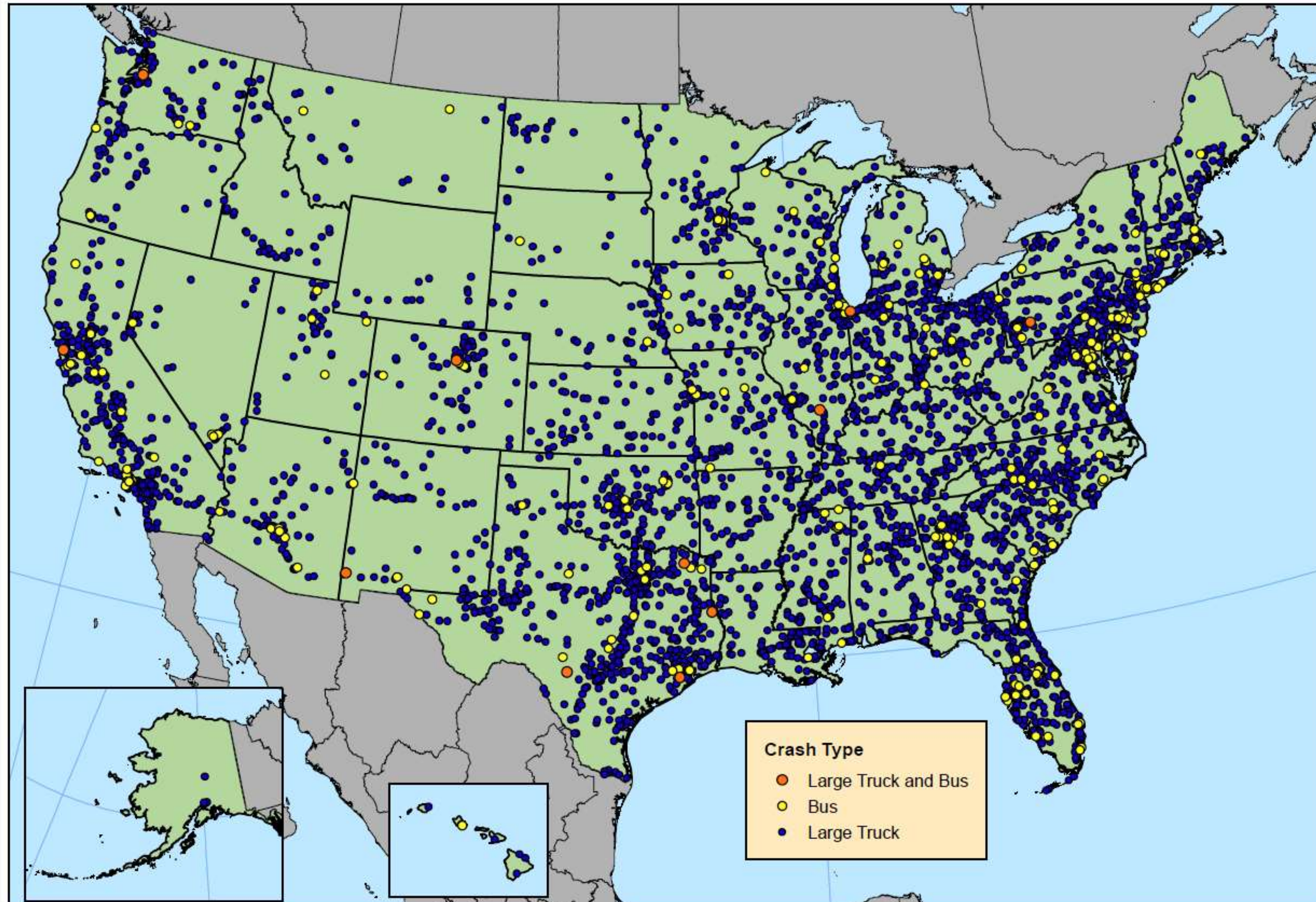
Power Units	2017
1 Power Unit	253,035
2 Power Units	92,937
3-10 Power Units	139,569
11-100 Power Units	47,989
>100 Power Units	4,273
No Power Units/Unreported	5,258
Total	543,061

Source: FMCSA, Pocket Guide to Large Truck and Bus Statistics, 2018.

*Includes Household Goods Carriers

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%

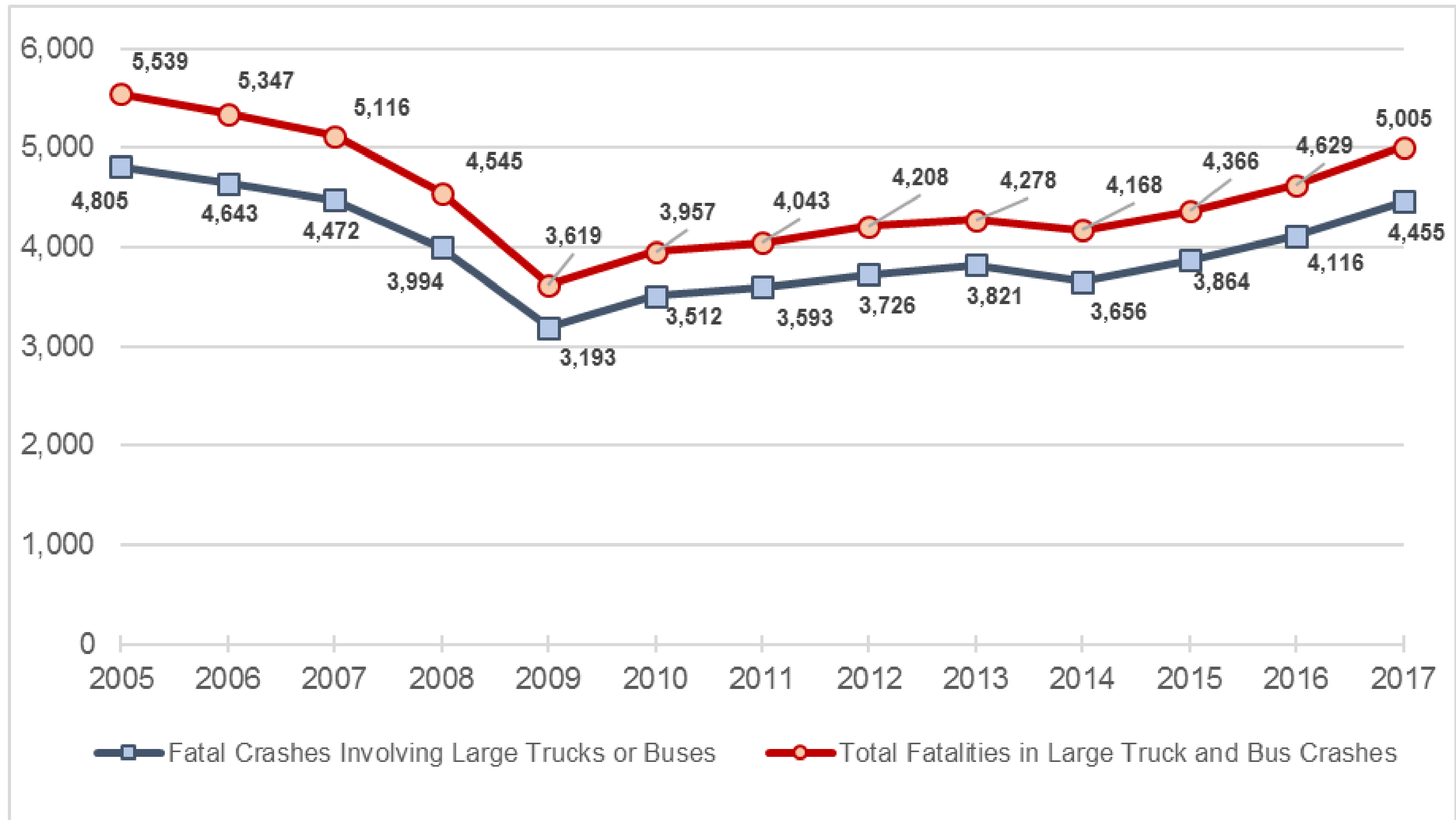
Increase in the number of buses involved in fatal crashes

5,005

Lives lost in 2017

9.7%▲

Large Trucks and Bus Fatal Crashes, 2005-2017



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

Large Truck Fatal Crashes: Weight Rating



Truck Weight Rating	2014		2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	0	0.0%	1	0.0%	0	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb	2	0.1%	5	0.1%	4	0.1%	5	0.1%
Class 3: 10,001 - 14,000 lb	155	4.1%	144	3.5%	232	5.5%	468	10.0%
Class 4: 14,001 - 16,000 lb	70	1.9%	70	1.7%	97	2.3%	97	2.1%
Class 5: 16,001 - 19,500 lb	79	2.1%	85	2.1%	99	2.3%	142	3.0%
Class 6: 19,501 - 26,000 lb	221	5.9%	221	5.4%	255	6.1%	243	5.2%
Class 7: 26,001 - 33,000 lb	235	6.3%	257	6.3%	234	5.6%	271	5.8%
Class 8: > 33,000 lb	2,902	77.4%	3,191	78.3%	3,186	75.6%	3,309	71.1%
Unknown	85	2.3%	100	2.5%	106	2.5%	122	2.6%
Total	3,749	100.0%	4,074	100.0%	4,213	100.0%	4,657	100.0%

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...*

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

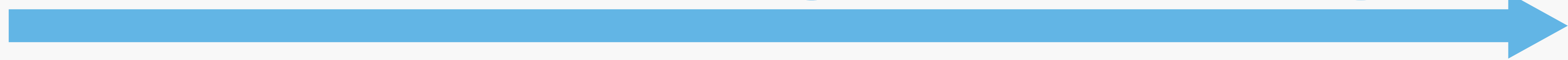
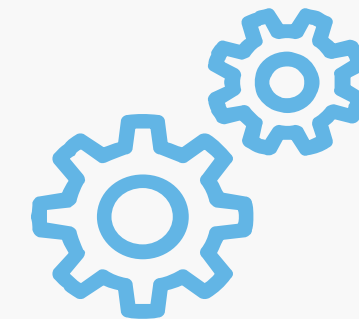
- **Regulations unchanged for nearly 15 years for trucking – the 1930s for the buses**
- Published an **Advance Notice of Proposed Rulemaking (ANPRM)**. The comment period closed on October 10, and we thank you for sharing your views.
- FMCSA held **listening sessions** on potential changes to the regulations 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.

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



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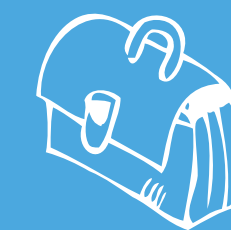
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