



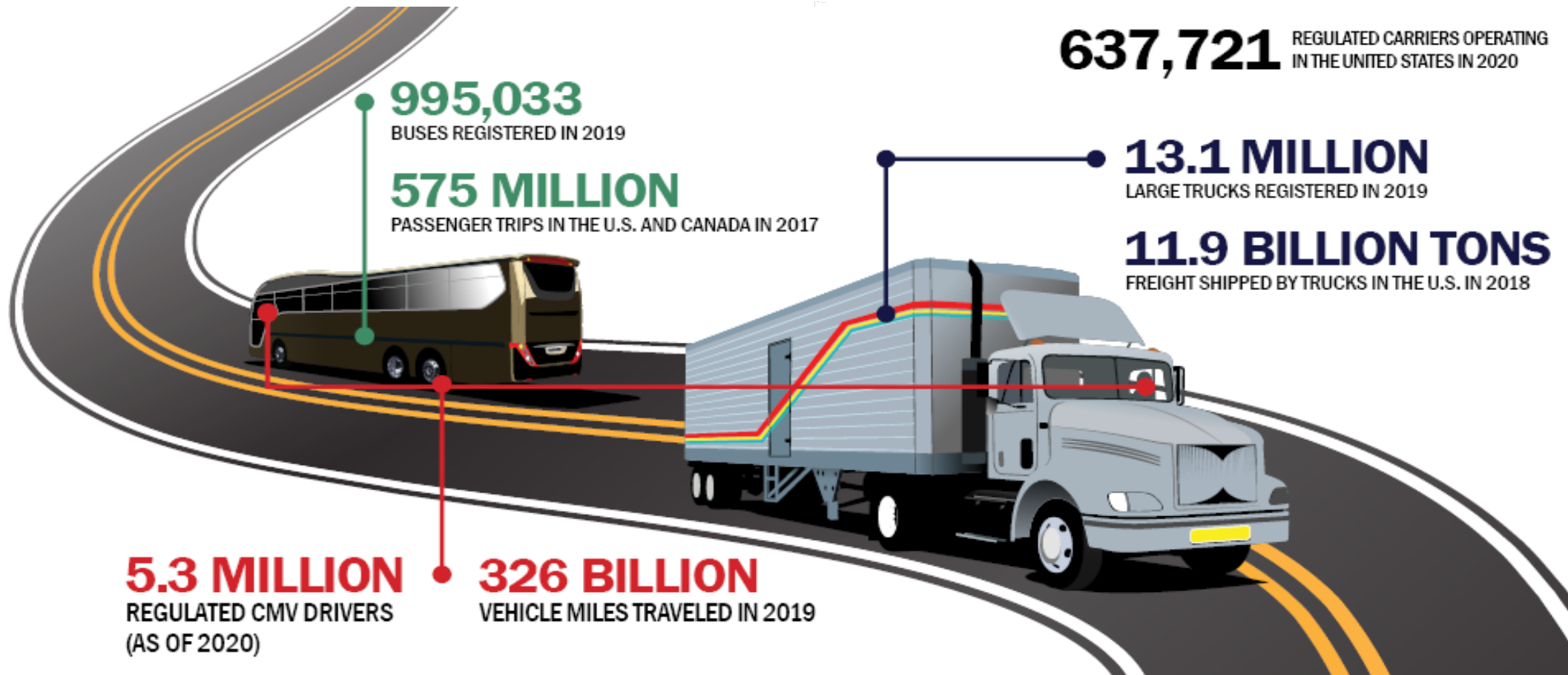
Bipartisan Infrastructure Law (BIL)

**Federal Motor Carrier
Safety Administration (FMCSA)**

December 7, 2021



1. Today: How We Meet our Mutual Challenge



Source: FMCSA Pocket Guide to Large Truck and Bus Statistics (2020)

Office of the Deputy Administrator



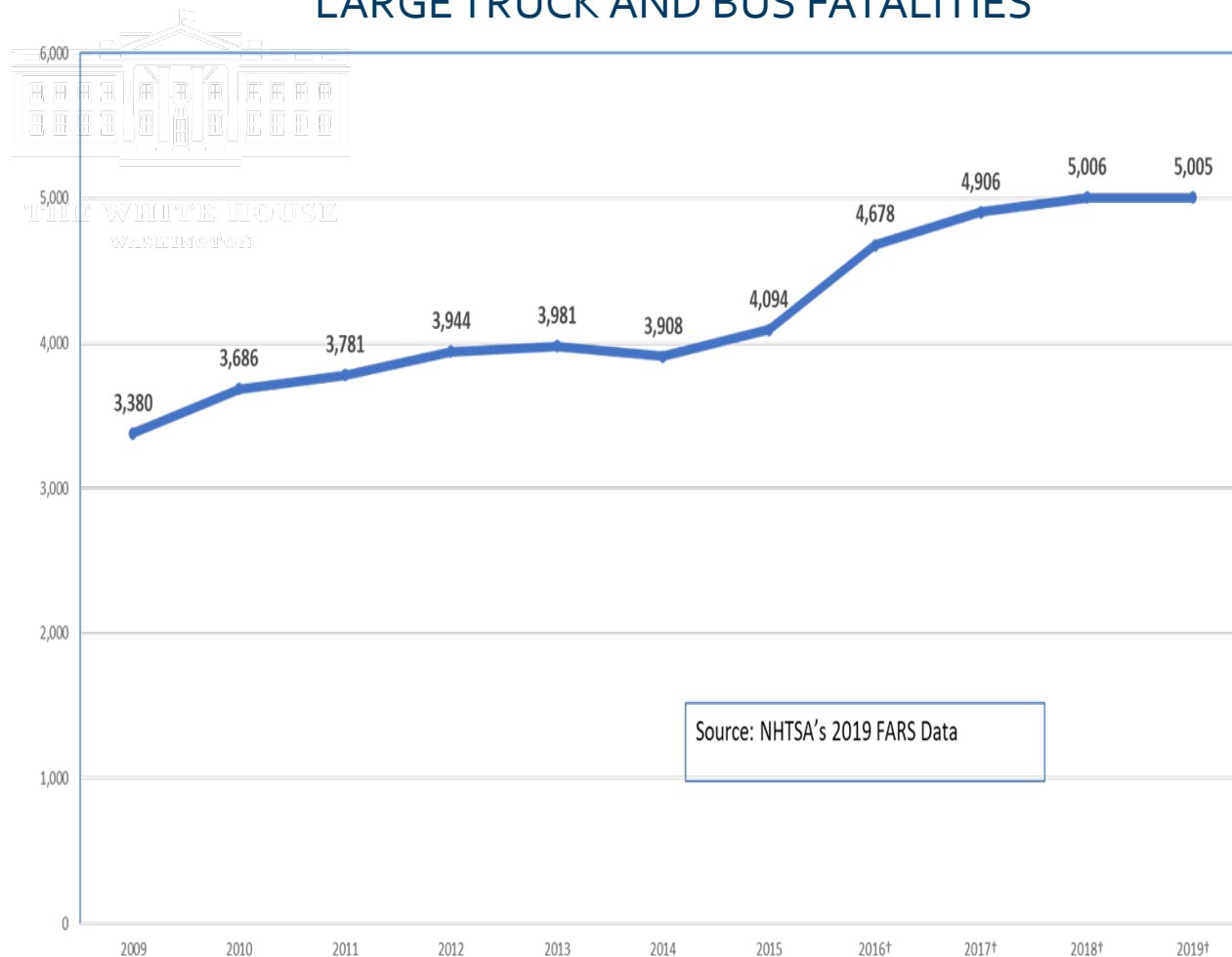
U.S. Department of Transportation
Federal Motor Carrier Safety Administration

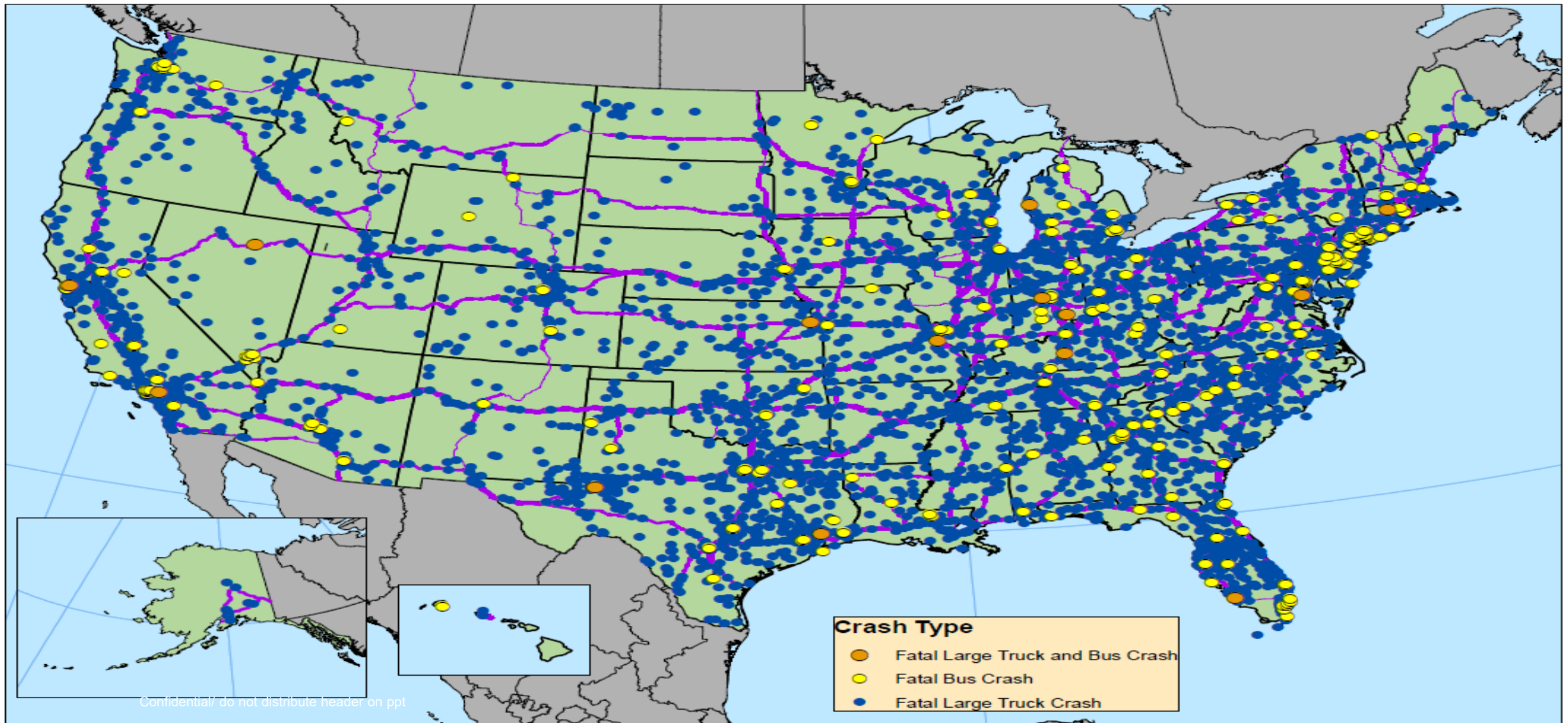


Our Mission: Save lives and reduce serious crashes related to commercial motor vehicles by advancing large truck and bus safety through enforcement, collaboration, education, research, technology, and compliance.

- Large trucks represent 5% of the registered vehicles, account for 9% of vehicle miles travelled but are involved in 13% of fatal crashes.
- Large truck and bus fatalities are on the rise - 3,880 fatal crashes in 2009 5,005 fatal crashes in 2019.

LARGE TRUCK AND BUS FATALITIES





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Improving Safety Through Expanded Enforcement

- Investigations of Motor Carriers out of the total pool of over 600,000
- Roadside Inspections: 3.5 million per year
- Strike Force
- Traffic Enforcement
- Household Goods Investigations – Hostage Goods

Harnessing Data to Increase Our Compliance Oversight

- Updating our Compliance, Safety, Accountability System -including Safety Measurement System (SMS) and Safety Fitness Determination (SFD)
- Drug and Alcohol Clearinghouse
- Electronic Exchange among States of Commercial Drivers Licensing Information
- Using data to identify non-compliant Motor Carriers and drivers
- New Entrants
- Medical Registry
- Entry Level Driver Training



Deepening Our Understanding of What Makes Roadways Safer

- Nexus between safety technology and reduction in crashes and fatalities
- Nexus between driver pay, work conditions, and crash rates
- Large Truck Crash Causal Factor Study (LTCCFS)
- Staying abreast and ahead of industry changes

Changing Culture to Improve Safety



- Our Roads Our Safety
- Protect Your Move
- Human Trafficking
- Work Zone Safety
- Training for Motor Carriers and Drivers

Memorializing our Goals in Regulation

- Drug and Alcohol Clearinghouse
- State Licensing Agency Electronic Exchange
- Autonomous Vehicle Framework
- Safety Ratings
- Data collection around emergency declarations



Primary Tool - Formula Grants: Fund state inspections, investigations, traffic enforcement, training, and outreach.

- Motor Carrier Safety Assistance Program (MCSAP)

Secondary Tools - Discretionary Grants: Technology; Updates to State Licensing; Driver and Law Enforcement Training.

- High Priority Activities Program (HPAP)
- Commercial Driver License Program Implementation (CDLPI)
- Commercial Motor Vehicle Operator Safety Training Grants (CMVOST)



2. Tomorrow: How BIL Supports Our Mutual Safety Work



Historic grant funding increases to meet the breadth of the industry over the next 5 years

1.27B increase in grant funding over our FAST Act Levels

- Increase of \$889M or 57% for Motor Carrier Safety Assistance Program (MCSAP)
- Increase of \$208M or 93% for High Priority Activities Program (HPAP)
- Increase of \$132M or 79% for Commercial Drivers' License (CDL) Program Implementation
- Increase of \$12M or 240% for Commercial Motor Vehicle (CMV) Operator Grant Program
- New Funding \$25M for CMV Enforcement Training & Support (CMVETS)



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Over the next 5 years, MCSAP funding increases by 57% or \$889M.

- **Increased and focused MCSAP partnerships estimated to save hundreds of lives**
 - High Visibility Traffic Enforcement
 - Inspections
 - Investigations
 - Special Operations
- **Increased funding for MCSAP also creates jobs across the Nation**
- **Opportunity**: Provide States more safety resources for plan hiring and additional enforcement activity. Will be supported by clear and early outreach and guidance.



Across all discretionary grants, an increase of \$377M over 5 years.



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- **Technology and Innovation/HPAP:** Incorporating next generation tools and analysis; support human trafficking awareness and passenger carrier immobilization efforts
- **Data Integration to Support Administrative Enforcement/CDLPI:** IT upgrades to licensing systems
- **Driver Training/CMVOST:** Reach new labor pools with proven training
- **Training Law Enforcement/CMVETS (new):** Specialized training for law enforcement
- **Opportunity:** Early engagement with States so they are prepared to test new safety strategies.



3. Getting an Early Start



3.1 Getting an Early Start– MCSAP Funding Notable Dates



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- Outreach
 - Quarterly MCSAP call
 - Increased MCSAP awards, dependent upon the Appropriation Acts for FY 2022
 - Encouraging MCSAP Partners to increase collaboration State and Local Government as well Safety Entities to expand spending
 - Engaging with States on how to prioritize use of increased funding
- Increased MCSAP funding flexibilities
 - Increased time for States to expand MCSAP– In the past, States had 1 year after the year of award to spend, and BIL authorizes 2 years after the year of award.
 - FMCSA considering cost sharing flexibilities (match and maintenance of effort)



- Outreach
 - FMCSA will continue to share funding scenarios for discretionary awards, dependent upon the Appropriation Acts for FY 2022
 - FMCSA will continue to engage with State and local
- Discretionary Funding Flexibility
 - HPAP remains 3 years for CMV Activities, and 5 years for ITD Activities
 - FMCSA has discretion to waive cost sharing/match
- NOFOS for discretionary funding
 - Goal is for 1st quarter 2022 release
 - Now is the time to ask questions