

2015 Pocket Guide to Large Truck and Bus Statistics



U.S. Department of Transportation
Federal Motor Carrier Safety Administration
Office of Analysis, Research, and Technology

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E-mail: FMCSA_Host@dot.gov

Mail: Federal Motor Carrier Safety Administration
Office of Analysis, Research, and Technology
1200 New Jersey Avenue, SE
6th Floor
Washington, DC 20590

Information Service:
Phone: 1-800-832-5660

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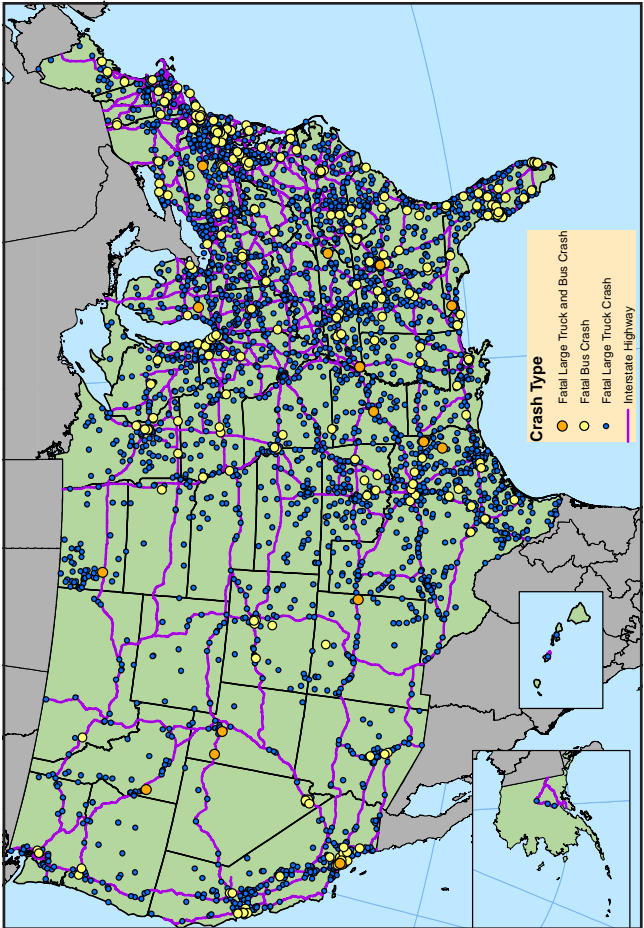
April 2015

INTRODUCTION

The Federal Motor Carrier Safety Administration's (FMCSA) *2015 Pocket Guide to Large Truck and Bus Statistics* highlights the Agency's role in enforcement and in collecting and analyzing crash data and statistics to support its mission to prevent commercial motor vehicle-related fatalities and injuries. It can serve as a valuable, compact resource for industry representatives, Federal agencies, and other individuals interested in motor carrier safety regulations and performance data.

The primary mission of FMCSA is to reduce crashes, injuries, and fatalities involving large trucks and buses. In carrying out its safety mandate, FMCSA develops and enforces data-driven regulations that balance motor carrier safety with efficiency. For more information about the Agency and its safety-based initiatives, please visit www.fmcsa.dot.gov.

LOCATIONS OF FATAL LARGE TRUCK AND BUS CRASHES, 2013



Note: In 2013, there were 3,806 fatal crashes involving large trucks and buses.
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS), 2013.

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THE MOTOR CARRIER MANAGEMENT INFORMATION SYSTEM

FMCSA created and maintains the Motor Carrier Management Information System (MCMIS). MCMIS contains information on the safety performance of commercial motor carriers (large trucks and buses) and hazardous materials (HM) carriers subject to the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). This system contains crash, census, and inspection files created to monitor and develop safety standards for commercial motor vehicles (CMVs) operating in interstate commerce. The crash file includes information on all trucks and buses involved in reportable crashes. The census file includes all descriptive information on every motor carrier in MCMIS and is updated weekly. The inspection file contains data from State and Federal inspection actions involving motor carriers operating in the United States. Most of the data included in MCMIS are collected at the roadside by State personnel under the Motor Carrier Safety Assistance Program (MCSAP).

1. OVERVIEW: LARGE TRUCKS AND BUSES

In 2013, among the 255,876,822 total registered vehicles in the United States, 8,126,007 were single-unit trucks (straight trucks), 2,471,349 were combination trucks (tractor-trailers), and 864,549 were buses. Also in 2013, there were 2,988.3 billion vehicle miles traveled (VMT) by all motor vehicles. Large trucks traveled 275.0 billion of those miles (9.2 percent of the total), and buses traveled 15.2 billion of those miles (0.51 percent of the total).

FMCSA regulates all registered commercial motor vehicles (CMVs) that operate interstate or that carry hazardous materials (HM). As of December 2014, there were 532,024 interstate motor carriers and intrastate HM motor carriers with recent activity operating in the United States:

- 254,884 were for-hire carriers
- 223,911 were private carriers
- 43,591 were both for-hire and private carriers
- 9,638 were neither for-hire nor private carriers (e.g., government).

FMCSA regulates all drivers involved in interstate commerce or intrastate transportation of HM, as well as all Commercial Driver's License (CDL) drivers both interstate and intrastate. Approximately 5.7 million* CMV drivers operate in the United States:

- 3.6 million operate interstate
 - 3 million hold CDLs
- 2.2 million operate intrastate
 - 900,000 hold CDLs.

*The numbers on this page may not add to totals due to rounding.

Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business start-ups and closures, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier Management Information System (MCMIS); intrastate driver counts for States that do not require carriers to register with FMCSA were estimated by extrapolation from States requiring both inter- and intrastate carriers to register in MCMIS. Data Sources: Registration Data - Federal Highway Administration (FHWA), *Highway Statistics 2013*; Carrier and CMV Driver Counts - FMCSA, MCMIS, data snapshot as of December 19, 2014.

1-1 Registered Vehicles in the United States, 2010-2013

Year	All Vehicles	Large Trucks	Buses
2010	250,070,048	10,770,054	846,051
2011	253,215,681	10,270,693	666,064
2012	253,639,386	10,659,380	764,509
2013	255,876,822	10,597,356	864,549

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2013*, Table VM-1.

1-2 Million Vehicle Miles Traveled (VMT) in the United States, 2010-2013

Year	All Vehicles	Large Trucks		Buses
		Single-Unit	Combination	
2010	2,967,266	110,738	175,789	13,770
2011	2,950,402	103,803	163,791	13,807
2012	2,969,433	105,605	163,602	14,781
2013	2,988,323	106,582	168,436	15,167

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2013*, Table VM-1.

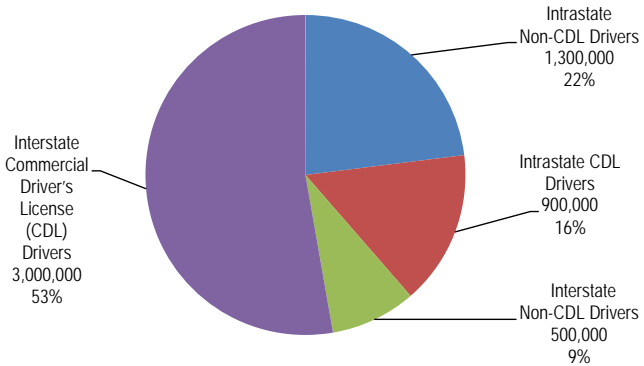
1-3 Motorcoach Passenger Trips in the United States and Canada by Fleet Size, 2013

Motorcoach Fleet Size	Passenger Trips:		Average Passenger Trips per:	
	Total	Percent	Motorcoach	Carrier
100 or more	233,017,000	38.5%	26,200	12,264,100
50 to 99	56,827,000	9.4%	16,900	1,136,500
25 to 49	82,452,000	13.6%	15,400	531,900
10 to 24	100,457,000	16.6%	14,300	217,400
1 to 9	132,331,000	21.9%	10,800	42,500
Industry Total	605,084,000	100.0%	16,400	159,200

Note: Percentages may not sum to 100 percent because of rounding.

Data Source: *Motorcoach Census 2014: A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2013*. Prepared for the American Bus Association Foundation by John Dunham & Associates. Available at <http://www.buses.org>, March 27, 2015.

1-4 Commercial Motor Vehicle (CMV) Drivers Operating in the United States, 2014



Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business failures, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier Management Information System (MCMIS); intrastate driver counts for States that do not require intrastate carriers to register with FMCSA are estimated via extrapolation of State data.

Data Source: FMCSA, MCMIS, data snapshot as of December 19, 2014.

1-5 Active Motor Carriers by Type, 2010-2014

Year	2010	2011	2012	2013	2014
Interstate Freight	501,338	500,905	507,690	511,211	503,417
Interstate Passenger	11,804	11,819	12,184	12,384	12,487
Intrastate Hazardous Materials	14,228	16,379	15,843	15,719	16,120
Total	527,370	529,103	535,717	539,314	532,024

Notes: The count of intrastate Hazardous Materials (HM) carriers includes a few active intrastate non-HM carriers with HM activity that meets the Safety Measurement System (SMS) HM threshold definition. Company counts are estimates based on motor carriers in the Motor Carrier Management Information System (MCMIS) with recent activity, defined as those carriers that have had an inspection, a crash, a compliance review, a safety audit, an FMCSA Motor Carrier Identification Report (Form MCS-150) update, a vehicle registration activity, or a Unified Carrier Registration (UCR) system payment activity in the past 3 years, or have current operating authority indicated in the FMCSA Licensing and Insurance (L&I) database. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the U.S. Department of Transportation (USDOT) number of any carrier that fails to comply with the biennial update requirement.

Data Source: FMCSA, MCMIS, data snapshots as of December 17, 2010, December 16, 2011, December 14, 2012, December 27, 2013, and December 19, 2014.

1-6 Active Hazardous Materials (HM) Carriers, 2010-2014

Active HM Carriers	2010	2011	2012	2013	2014
Interstate	48,454	54,546	55,524	59,778	63,043
Interstate HM Carriers with a Safety Permit (HMSP)*	1,160	1,196	1,206	1,190	1,200
Intrastate	14,228	16,379	15,843	15,719	16,120
Intrastate HMSP*	252	255	241	235	229
<i>Total Active HMSP Carriers*</i>	<i>1,412</i>	<i>1,451</i>	<i>1,447</i>	<i>1,425</i>	<i>1,429</i>
Total HM Carriers	62,682	70,925	71,367	75,497	79,163

*HMSP carriers are a subset of the total HM carrier population.

Note: The count of intrastate HM carriers includes a few active intrastate non-HM carriers with HM activity that meets the Safety Measurement System (SMS) threshold definition.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 17, 2010, December 16, 2011, December 14, 2012, December 27, 2013, and December 19, 2014.

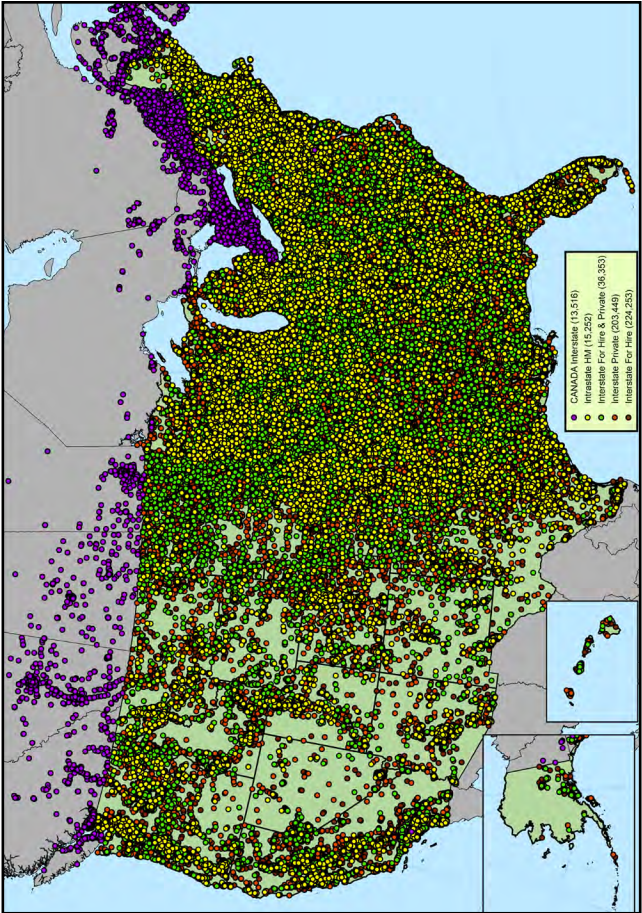
1-7 Household Goods Carriers and Brokers Operating in the United States, 2010-2014

Year	Active Household Goods Carriers	Household Goods Brokers Registered	Property Brokers Registered
2010	4,986	813	20,089
2011	5,052	841	20,884
2012	4,773	776	21,565
2013	4,898	522	13,710
2014	4,989	618	15,310

Note: A broker is an individual, partnership, or corporation that receives payment for arranging the transportation of property or household goods belonging to others by using an authorized motor carrier.

Data Source: FMCSA, Licensing & Insurance (L&I), data snapshots as of December 17, 2010, December 16, 2011, December 14, 2012, December 27, 2013, and December 19, 2014.

1-8 Carriers by Headquarters (Domicile) Location, 2013



Notes: Domicile refers to the headquarters location for a carrier. This map displays only interstate carriers and intrastate hazardous materials (HM) carriers. Intrastate non-HM carriers are not displayed. The number of carriers depicted in this map may not be the same as reported elsewhere by FMCSA. Due to potential differences in reporting dates and quality issues with carrier addresses, this map may not include all current carriers. Additionally, the number of carriers that operate at any given time is subject to change due to enforcement actions, business turnover, and other factors.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), as of March 2013.

1-9 FMCSA-Regulated Carriers, 2010-2014

Motor Carrier Census Data	2010	2011	2012	2013	2014
Active Carriers with a USDOT Number	527,370	529,103	535,717	539,314	532,024
Power Units	4,073,461	4,162,901	4,257,738	4,579,823	4,386,835
Commercial Drivers	3,031,032	3,071,740	3,102,637	3,176,799	3,247,897
Total Drivers	4,216,408	4,283,632	4,360,389	4,412,448	4,605,984
Mexican Commercial Zone Carriers	6,868	7,092	7,276	7,560	7,102
Power Units	28,491	29,101	30,133	30,785	29,850
Commercial Drivers	22,357	22,785	23,752	24,286	23,582
Total Drivers	26,507	26,952	28,061	28,633	27,828

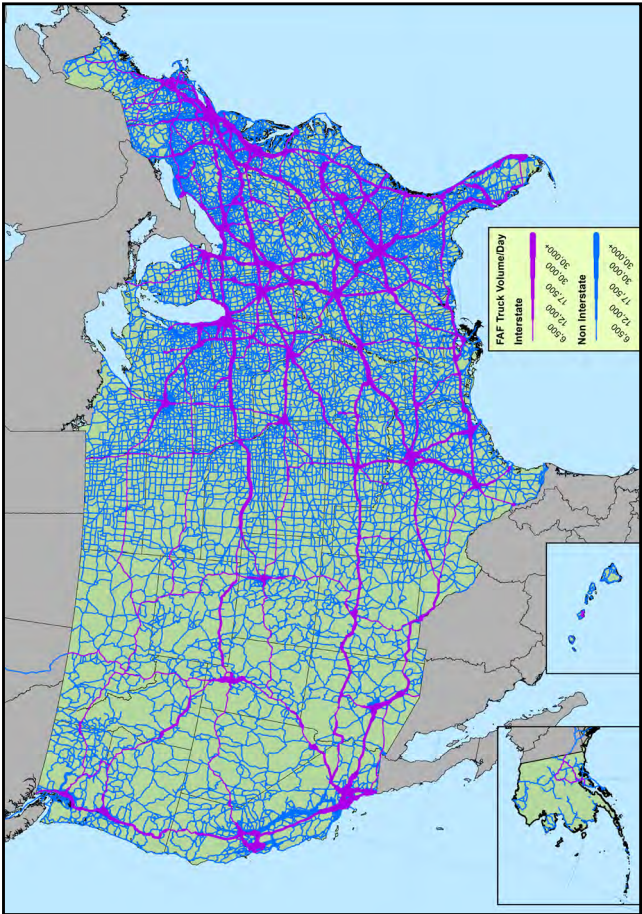
Notes: Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Mexican commercial zone carriers are a subset of all active carriers. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 17, 2010, December 16, 2011, December 14, 2012, December 27, 2013, and December 19, 2014.

1-10 FMCSA-Regulated Carriers by Country of Domicile, 2014

Motor Carrier Census Data	United States	Mexico	Canada	Other	All Domiciles
Active Carriers with a USDOT Number	510,864	8,289	12,667	204	532,024
Power Units	4,252,512	32,584	100,941	798	4,386,835
Commercial Drivers	3,130,111	25,815	91,814	157	3,247,897
Total Drivers	4,464,213	30,746	110,494	531	4,605,984

Notes: Domicile refers to the headquarters location for a carrier. Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 19, 2014.

1-11 Average Daily Truck Traffic on the National Highway System, 2007



Note: In this map, both private and for-hire trucks are included. Trucks that are used in movements for multiple modes and mail, or that move in conjunction with domestic air cargo are excluded. For more information on Freight Analysis Framework (FAF) mode classes, refer to: http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/faf3/userguide/faf3_guide.pdf.

Data Source: Federal Highway Administration (FHWA), FAF, June 2012 update (FAF Version 3.4), accessed January 2014.

1-12 Weight of Freight Shipped within the United States by Mode (in Millions of Tons)

Mode	2002	2007	2011	2012
Truck	11,943	13,336	11,924	13,812
Rail	1,978	2,024	2,053	2,176
Water	680	655	645	715
Air*	5	5	6	6
Pipeline	1,574	1,674	1,912	1,716
Multiple modes	320	568	583	635
Other**	716	617	499	602
Total	17,216	18,879	17,622	19,662

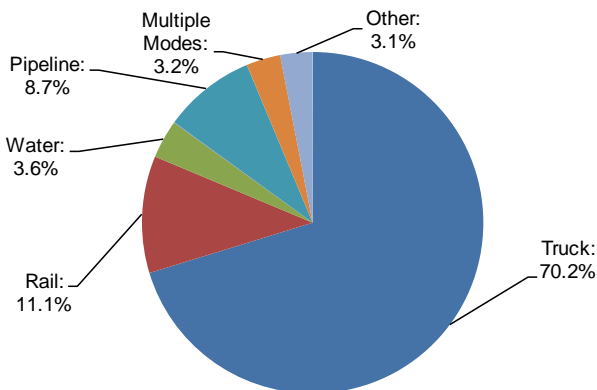
*Includes air and truck-air.

**Includes other, unknown, and no domestic mode.

Note: Includes domestic trade and the domestic portion of imports and exports.

Data Source: Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.5, available at <http://faf.ornl.gov> as of September 2014.

1-13 Percent of Total Weight of Freight Moved by Mode, 2012



Notes: Includes domestic trade and the domestic portion of imports and exports.

Air accounts for 0.03 percent of total domestic freight and is excluded from this chart. Percentages may not sum to 100 percent because of rounding.

Data Source: Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.5, available at <http://faf.ornl.gov> as of September 2014.

1-14 Driver and Passenger Safety Belt Usage by Commercial Motor Vehicle (CMV) Body Type, 2010 and 2013

CMV Body Type	2010	2013
Buses		
Commercial Bus	47.0%	74.4%
School Bus	81.7%	85.9%
15-Passenger Van	87.9%	86.3%
Bobtail	70.9%	86.0%
Large Trucks		
Intermodal Container	75.3%	81.5%
Dump	64.5%	69.5%
Flatbed	74.0%	82.0%
Van (Enclosed Box Truck)	80.2%	85.7%
Tanker	82.5%	85.1%
Other	73.3%	81.0%

Notes: The Seat Belt Usage by Commercial Motor Vehicle Drivers (SBUCMVD) Survey was not conducted in 2011 or 2012. In 2013, a total of 27,157 CMVs, 27,157 drivers, and 1,730 other occupants were observed at 1,004 sites. In 2010, a total of 26,830 CMVs, 26,830 drivers, and 1,929 other occupants were observed at 998 sites. Only driver belt use is observed for buses (for the purposes of this study, 15-passenger vans are counted as buses).

Data Source: FMCSA, SBUCMVD 2013 Survey. For more information, refer to: <http://www.fmcsa.dot.gov/safety/safety-belt/safety-belt-studies>.

1-15 CMV Driver and Passenger Safety Belt Usage by Occupant Type, 2010 and 2013

Occupant Type	2010	2013
All Occupants	77.1%	83.0%
Drivers	78.1%	83.7%
Other Occupants	64.0%	72.9%

Notes: The Seat Belt Usage by Commercial Motor Vehicle Drivers (SBUCMVD) Survey was not conducted in 2011 or 2012. In 2013, a total of 27,157 CMVs, 27,157 drivers, and 1,730 other occupants were observed at 1,004 sites. In 2010, a total of 26,830 CMVs, 26,830 drivers, and 1,929 other occupants were observed at 998 sites. Only driver belt use is observed for buses (for the purposes of this study, 15-passenger vans are counted as buses). "Other occupants" are right-front passengers.

Data Source: FMCSA, SBUCMVD 2013 Survey. For more information, refer to: <http://www.fmcsa.dot.gov/safety/safety-belt/safety-belt-studies>.

2. ROADSIDE INSPECTIONS AND VIOLATIONS

What is a Roadside Inspection?

A roadside inspection is an examination of an individual commercial motor vehicle (CMV) and/or driver by an authorized safety inspector. State inspectors conduct approximately 95 percent of inspections, with the remainder conducted by Federal inspectors. The inspection determines whether the driver and/or the CMV is in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) or the Hazardous Materials Regulations (HMRs), as appropriate. Serious violations result in the issuance of vehicle or driver out-of-service (OOS) orders. These violations must be corrected before the affected driver or vehicle can return to service.

2-1 Roadside Inspections Conducted by Federal and State Inspectors, 2010-2014

	2010	2011	2012	2013	2014
Roadside Inspections	3,603,291	3,591,789	3,541,566	3,506,987	3,380,679
State	3,457,961	3,453,150	3,403,558	3,372,514	3,250,916
Federal	145,330	138,639	138,008	134,473	129,763

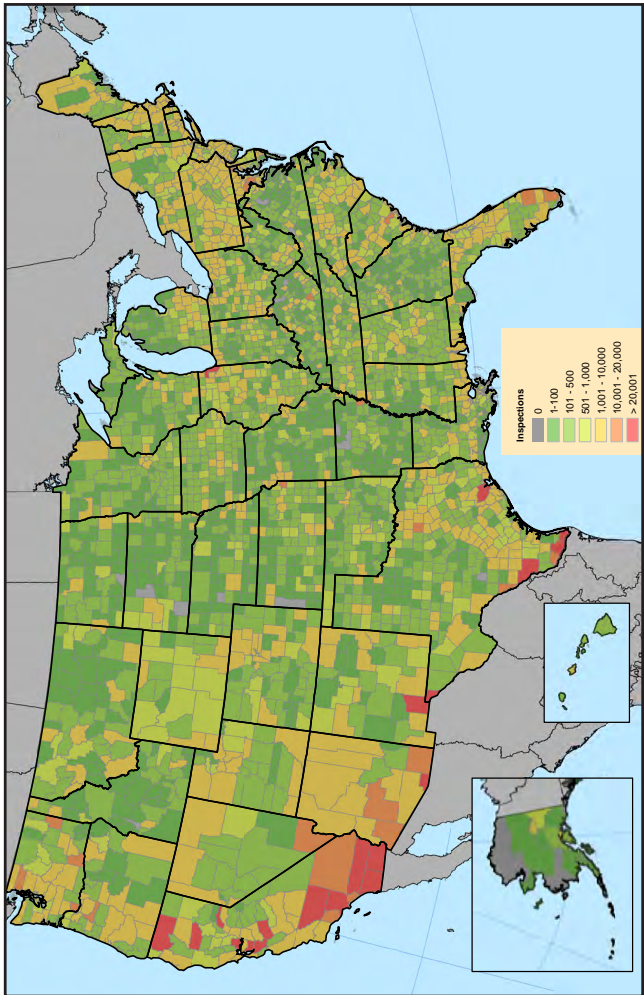
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-2 Safety Inspectors, Federal and State, 2010-2014

Inspector Type	2010	2011	2012	2013	2014
Safety Inspectors	14,194	14,061	13,890	13,751	13,982
State	13,627	13,496	13,332	13,207	13,437
Federal	567	565	558	544	545

Note: Not all personnel indicated are assigned full time to conducting inspections.
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-3 Roadside Inspections by County, 2014



Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of February 20, 2015.

2-4 Roadside Inspection OOS Rates, 2010-2014

Type of Roadside Inspection	2010	2011	2012	2013	2014
Driver Inspections*	3,500,238	3,473,037	3,426,636	3,394,671	3,266,887
With OOS Violation	182,946	172,659	167,635	165,080	165,925
Driver OOS Rate	5.23%	4.97%	4.89%	4.86%	5.08%
Vehicle Inspections**	2,433,846	2,420,935	2,429,828	2,401,430	2,316,304
With OOS Violation	481,801	492,706	489,038	477,939	473,315
Vehicle OOS Rate	19.80%	20.35%	20.13%	19.90%	20.43%
Hazmat Inspections***	211,219	205,920	203,662	203,289	195,085
With OOS Violation	9,039	7,841	7,640	7,916	7,793
Hazmat OOS Rate	4.28%	3.81%	3.75%	3.89%	3.99%

*Driver Inspections were computed based on inspection levels I, II, III, and VI.

**Vehicle Inspections were computed based on inspection levels I, II, V, and VI.

***Hazmat Inspections were computed based on inspection levels I, II, III, IV, V, and VI when hazardous materials were present.

Notes: Roadside inspection OOS rates depicted in this table include both large trucks and buses. For more information on roadside inspections and inspection levels, please refer to <https://csa.fmcsa.dot.gov>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-5 Roadside Inspections by Inspection Level, 2010-2014

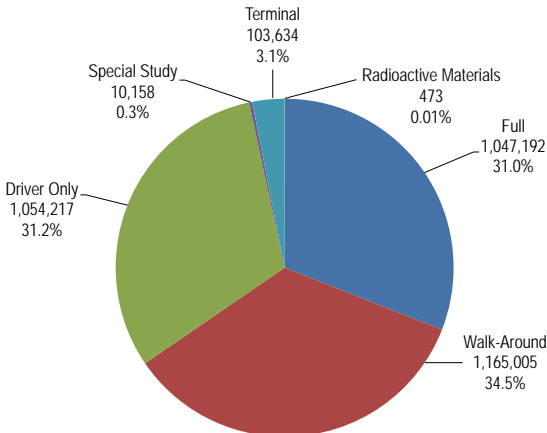
Inspection Level	2010	2011	2012	2013	2014
I. Full	1,154,341	1,138,385	1,113,828	1,092,910	1,047,192
With OOS Violation(s)*	285,858	288,146	284,251	274,034	268,528
II. Walk-Around	1,188,065	1,172,671	1,209,658	1,204,493	1,165,005
With OOS Violation(s)*	261,452	262,710	262,029	260,467	261,415
III. Driver Only	1,155,364	1,159,573	1,101,339	1,095,582	1,054,217
With OOS Violation(s)*	82,836	77,070	70,086	69,115	67,628
IV. Special Study	14,081	11,281	10,399	9,975	10,158
With OOS Violation(s)*	2,291	1,914	1,639	1,576	1,875
V. Terminal	88,972	107,471	104,531	102,341	103,634
With OOS Violation(s)*	5,215	6,740	6,452	6,169	6,654
VI. Radioactive Materials	2,468	2,408	1,811	1,686	473
With OOS Violation(s)*	28	27	18	11	5
Total	3,603,291	3,591,789	3,541,566	3,506,987	3,380,679

*Out-of-service (OOS) violation numbers are based on roadside inspections. For example, in 2014, there were 1 million Level I inspections. Out of all the Level I inspections completed, 268,528 resulted in *at least one* OOS violation.

Note: For more information on roadside inspections and inspection levels, please refer to <https://csa.fmcsa.dot.gov>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-6 Roadside Inspections by Inspection Level, 2014



Note: For more information on roadside inspections and inspection levels, please refer to <https://csa.fmcsa.dot.gov>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-7 Roadside Inspections by Carrier Fleet Size, 2010-2014

Carrier Fleet Size	2010	2011	2012	2013	2014
Very Small (1-6 Power Units)	1,016,442	1,022,176	1,021,641	1,004,703	982,410
Small (7-20 Power Units)	588,234	592,551	605,288	616,023	597,885
Medium (21-100 Power Units)	715,865	723,876	717,337	720,349	688,469
Large (>100 Power Units)	893,975	882,412	870,226	866,013	822,332
Unknown	388,775	370,774	327,074	299,899	289,583
Total	3,603,291	3,591,789	3,541,566	3,506,987	3,380,679

Note: Carriers listed as having zero power units are included in the "Unknown" category. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-8 Roadside Inspections by Carrier Operation, 2010-2014

Carrier Operation	2010	2011	2012	2013	2014
Interstate	3,018,946	2,966,096	2,918,783	2,907,805	2,788,238
Intrastate	584,345	625,693	622,783	599,182	592,441
Total	3,603,291	3,591,789	3,541,566	3,506,987	3,380,679

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-9 Roadside Inspections by Gross Combination Weight Rating (GCWR), 2010-2014

GCWR	2010	2011	2012	2013	2014
<10,000 pounds	12,996	18,352	17,236	17,160	16,911
10,000 - 26,000 pounds	399,489	418,517	418,300	424,538	424,598
>26,000 pounds	2,242,437	2,441,367	2,509,830	2,525,176	2,483,973
Unknown	948,369	713,553	596,200	540,113	455,197
Total	3,603,291	3,591,789	3,541,566	3,506,987	3,380,679

Note: GCWRs are based on Roadside Inspection Reports as reported in MCMIS. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-10 Most Frequent Driver Violations in Roadside Inspections, 2014

Violation Code	Category	Violation Description	Number of Violations	Number of OOS Violations
395.8	No Log/Log Not Current	Log Violation (General/Form and Manner)	163,382	129
391.11B2	All Other Driver Violations	Non-English Speaking Driver	101,280	4,036
395.3A3II	Hours of Service	Driving Beyond 8-hour Limit Since the End of the Last Off-duty or Sleeper Period of At Least 30 minutes	95,497	491
395.8F1	No Log/Log Not Current	Driver's Record of Duty Status Not Current	92,280	84
392.2SLLS2	Traffic Enforcement	State/Local Laws - Speeding 6-10 Miles Per Hour Over the Speed Limit	65,337	3
392.16	Seat Belt	Failing to Use Seat Belt While Operating CMV	53,617	9
395.3A2P-ROP	Hours of Service	Driving Beyond 14-hour Duty Period (Property-carrying Vehicle)	49,002	20,507
391.41AF	Medical Certificate	Operating a Property-carrying Vehicle without Possessing a Valid Medical Certificate	44,278	792
392.2C	Traffic Enforcement	Failure to Obey Traffic Control Device	39,064	14
395.8E	No Log/Log Not Current	False Report of Driver's Record of Duty Status	36,802	27,328
391.41A	Medical Certificate	Driver Not in Possession of Medical Certificate	33,662	1,802
395.8K2	No Log/Log Not Current	Driver Failing to Retain Previous 7 Days' Logs	28,179	23,726
395.8A	No Log/Log Not Current	No Driver's Record of Duty Status	27,935	24,983
395.3A3P-ROP	Hours of Service	Driving Beyond 11-hour Driving Limit in a 14-hour Period (Property-carrying Vehicle)	26,045	11,030
392.2SLLS3	Traffic Enforcement	State/Local Laws - Speeding 11-14 Miles Per Hour Over the Speed Limit	24,570	0
392.82A1	All Other Driver Violations	Using a Handheld Mobile Telephone While Operating a CMV	19,337	6
392.2LV	Traffic Enforcement	Lane Restriction Violation	18,031	4
383.23A2	All Other Driver Violations	Operating a CMV without a CDL	17,803	16,956
392.2SLLS4	Traffic Enforcement	State/Local Laws - Speeding 15 or More Miles Per Hour Over the Speed Limit	14,829	1
391.45B	Medical Certificate	Expired Medical Examiner's Certificate	13,743	528

Notes: Total number of driver inspections in 2014: 3,266,887. Total number of driver violations in 2014: 1,105,149. Total number of driver out-of-service (OOS) violations in 2014: 194,074. Only the top 20 driver violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-11 Most Frequent Vehicle Violations in Roadside Inspections, 2014

Violation Code	Category	Violation Description	Number of Violations	Number of OOS Violations
393.9	Lighting	Operating Vehicle Not Having the Required Operable Lamps	563,066	44,013
393.47E	Brakes, All Others*	Clamp/Roto-chamber Type Brake(s) Out of Adjustment	198,676	326
393.75C	Tires	Tire—Other: Tread Depth Less than 2/32 of Inch	183,057	15,245
396.3A1	All Other Vehicle Defects	Inspection/Repair and Maintenance Parts and Accessories	176,886	28,301
396.5B	All Other Vehicle Defects	Oil and/or Grease Leak	153,050	1,358
393.95A	Emergency Equipment	No/Discharged/Unsecured Fire Extinguisher	146,009	26
396.17C	Periodic Inspection	Operating a CMV without Periodic Inspection	140,254	113
393.45B2	Brakes, All Others*	Brake Hose/Tubing Chafing and/or Kinking	121,265	14,117
393.11	Lighting	No/Defective Lighting Devices/Reflective Devices/Projected	121,236	5,274
393.9TS	Lighting	Inoperative Turn Signal	119,080	50,186
393.53B	Brakes, All Others*	Automatic Brake Adjuster CMV Manufactured on or After 10/20/1994—Air Brake	94,907	8
393.78	Windshield	Windshield Wipers Inoperative/Defective	83,336	382
396.3A1B	Brakes, All Others*	Brakes (General)	66,812	12,705
393.48A	Brakes, All Others*	Inoperative/Defective Brakes	64,344	16,111
393.95F	Emergency Equipment	No/Insufficient Warning Devices	64,231	25
393.9H	Lighting	Inoperative Head Lamps	62,689	782
393.60C	Windshield	Damaged or Discolored Windshield	59,762	113
393.9T	Lighting	Inoperative Tail Lamp	55,701	6,087
393.25F	Lighting	Stop Lamp Violations	54,684	20,135
393.55E	Brakes, All Others*	ABS— Malfunctioning Lamps Towed CMV Manufactured on or After 3/1/1998	52,039	5

*The out-of-service (OOS) violations for most brake-related vehicle violations are counted under 369.3(a)(1) “unsafe operations prohibited.”

Notes: Total number of vehicle inspections in 2014: 2,316,304. Total number of vehicle violations in 2014: 3,952,485. Total number of vehicle OOS violations in 2014: 657,211. Only the top 20 vehicle violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-12 Traffic Enforcement Inspections, 2010-2014

Activity Summary	2010	2011	2012	2013	2014
Traffic Enforcement Inspections	622,184	569,077	470,550	381,805	366,733
With Moving Violations	231,639	211,791	193,666	201,056	195,813
With Drug & Alcohol Violations	1,272	1,202	1,135	899	836
With Railroad Crossing Violations	374	409	392	280	253
With Non-specified State Law/ Miscellaneous Violations	415,248	376,222	290,663	190,266	179,696

Notes: One inspection may result in more than one violation; therefore, totals may not equal the sum of all components. The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Due to the variation in descriptions of traffic enforcement violations among the States, it is often difficult to aggregate and report them on a national level.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

2-13 Traffic Enforcement Violations, 2010-2014

Activity Summary	2010	2011	2012	2013	2014
Traffic Enforcement Violations	757,731	683,605	554,540	429,682	412,839
Moving Violations	240,025	219,359	199,612	208,351	203,206
Drug & Alcohol Violations	1,541	1,421	1,368	1,107	980
Railroad Crossing Violations	376	409	395	282	253
Non-specified State Law/ Miscellaneous Violations	515,789	462,416	353,165	219,942	208,400

Notes: The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Roadside inspections that result in only drug- or alcohol-related violations are excluded as traffic enforcement type inspections. Due to the variation in descriptions of traffic enforcement violations among the States, it is often difficult to aggregate and report them on a national level.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

3. REVIEWS

This chapter provides summarized data for the past 5 years on all types of reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Reviews are conducted to investigate potential safety violations, to investigate complaints, or in response to a carrier's request for a change in safety rating. It is intended that through education, heightened safety regulation awareness, and the enforcement effects of reviews, motor carriers will improve the safety of their commercial vehicle operations and, ultimately, reduce their involvement in crashes.

The reviews covered include, but are not limited to, Motor Carrier Safety Reviews, Cargo Tank Facility Reviews, Shipper Reviews, Compliance Reviews (CRs), and Compliance, Safety, Accountability (CSA) Reviews. CSA is an FMCSA safety program designed to improve large truck and bus safety and prevent crashes, injuries, and fatalities related to commercial motor vehicles (CMVs). It has introduced an enforcement and compliance model that allows FMCSA and its State Partners to contact more carriers earlier in order to address safety deficiencies before crashes occur. The CSA program provides a nationwide system for making the roads safer for motor carriers and the public alike.

For more information on reviews, please refer to:
<http://ai.fmcsa.dot.gov/SafetyProgram/Review.aspx>.

3-1 Reviews by Type, 2010-2014

Review Type	2010	2011	2012	2013	2014
Motor Carrier Safety Compliance Reviews (CRs)	13,784	5,512	0	0	0
Compliance, Safety, Accountability (CSA) Onsite Comprehensive	994	2,817	6,733	5,829	5,682
CSA Onsite Focused / Focused CR	1,320	8,228	10,733	8,791	6,995
CSA Offsite	698	597	544	416	265
Cargo Tank Facility Reviews	143	94	89	86	63
Shipper Reviews	416	283	328	269	152
Non-Rated Reviews (excludes Security Contact Review & CSA)	2,393	1,502	1,681	2,553	1,099
Total Reviews	19,748	19,033	20,107	17,943	14,254

Note: Motor Carrier Safety CRs were conducted prior to the implementation of the CSA program. Beginning in 2011, these reviews were counted under the applicable CSA review type.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

3-2 Passenger Carrier Reviews, 2010-2014

Carriers by Vehicle Type	2010	2011	2012	2013	2014
Any Passenger Vehicles*	1,226	1,539	1,163	951	1,163
Motorcoaches	938	1,051	780	619	878
School Buses	139	202	132	128	145
Vans	232	404	339	307	266
Mini Buses	313	432	323	342	382
Limousines	101	187	149	127	102

*The "Any Passenger Vehicles" row might not equal the sum of subcategories for a given row due to carriers applying for multiple passenger authority at the time of the application.

Notes: Passenger carriers were those carriers that registered to transport passengers and owned or leased at least one passenger vehicle (motorcoach, school bus, van, mini-bus, or limousine). Beginning in 2014, reporting criteria for identifying passenger carrier reviews was updated. As a result, data may differ from previous versions. Passenger carrier reviews now reflect reviews performed by Federal and State personnel on motor carriers that were subject to the Safety Measurement System (SMS) passenger carrier threshold at the time of the review. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

3-3 Reviews by Reason for Review, 2010-2014

Reason for Review	2010	2011	2012	2013	2014
Compliance, Safety, Accountability (CSA) 100% States*	3,111	4,316	3,976	3,376	2,758
Carrier Request	281	85	50	50	30
Complaint	1,478	921	747	551	445
Compliance Review	61	4,169	4,134	4,376	4,497
Conditional Carrier	1,118	4	0	0	0
Enforcement Follow-Up	228	156	63	68	49
Focused Compliance Review (CR)	24	6,319	8,975	7,203	5,667
Priority List	6,873	46	10	1	0
Safety Audit Conversion	113	101	72	62	26
Unsatisfactory Follow-Up	174	84	26	29	7
Other	6,287	2,832	2,054	2,227	775
Total	19,748	19,033	20,107	17,943	14,254

*CSA 100% States include States that have implemented the complete suite of CSA Investigations that were conducted due to deficiencies identified by the CSA Safety Measurement System (SMS).

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

3-4 Reviews by Carrier Fleet Size, 2010-2014

Carrier Fleet Size	2010	2011	2012	2013	2014
Very Small (1-6 Power Units)	8,288	8,257	8,670	7,985	5,850
Small (7-20 Power Units)	5,594	5,514	5,735	5,054	4,329
Medium (21-100 Power Units)	3,974	3,654	3,911	3,388	2,900
Large (>100 Power Units)	1,353	1,205	1,331	1,126	924
Unknown	539	403	460	390	251
Total	19,748	19,033	20,107	17,943	14,254

Note: Carriers listed as having zero power units are included in the "Unknown" category.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 23, 2015.

3-5 New Entrant Safety Audits, 2010-2014

Year	Safety Audits	Safety Audit Pass Rate
2010	32,770	62.9%
2011	34,476	67.8%
2012	34,246	75.4%
2013	32,361	80.1%
2014	31,951	80.7%

Notes: A new entrant is a motor carrier that applies for a USDOT number in order to initiate operations in interstate commerce or the intrastate transportation of hazardous materials (HM). Carriers remain in the New Entrant Safety Assurance Program until they pass the safety audit and have been in business for 18 months. For more information on the New Entrant Safety Assurance Program, visit <http://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program>.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 17, 2010, December 16, 2011, December 14, 2012, December 27, 2013, and December 19, 2014.

3-6 Warning Letters Issued, 2010-2014

Type of Letter	2010	2011	2012	2013	2014
Compliance, Safety, Accountability (CSA) Warning Letters	5,197	44,638	23,617	20,478	20,115
Performance and Registration Information Systems Management (PRISM) Warning Letters	7,403	0	0	0	0

Note: CSA Warning Letters are based on a Safety Measurement System (SMS) algorithm that was implemented nationally in December of 2010. PRISM Warning Letters are based on SafeStat and were discontinued when SMS was rolled out in December of 2010.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of February 20, 2015.

4. CRASHES

In 2013, there were 30,057 fatal crashes on the Nation's roadways, 3,806 (12.7 percent) of which involved at least one large truck or bus. In addition, there were an estimated 5,657,000 nonfatal crashes, 385,000 (6.8 percent) of which involved at least one large truck or bus. For more information on large truck and bus crashes, please refer to the annual "Large Truck and Bus Crash Facts" publication available at <http://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts>.

Data Sources:

FARS: Maintained by the National Highway Traffic Safety Administration (NHTSA), the Fatality Analysis Reporting System (FARS) is an annual census of fatal crashes involving motor vehicles traveling on public trafficways. For more information on FARS, refer to <http://www.nhtsa.gov/FARS>.

GES: Also maintained by NHTSA, the General Estimates System (GES) is a probability-based nationally representative sample of all police-reported fatal, injury, and property-damage-only (PDO) crashes, released annually. For more information on GES, refer to <http://www.nhtsa.gov/NASS>.

MCMIS: Maintained by FMCSA, the Motor Carrier Management Information System (MCMIS) Crash File contains data on commercial trucks and buses in fatal, injury, and towaway crashes (crashes in which at least one vehicle is disabled as a result of the crash and transported away from the crash scene). Crash severity thresholds and vehicle type definitions in MCMIS differ slightly from FARS and GES, and all tables are noted accordingly. All MCMIS crash data presented are considered preliminary for 22 months. For more information on MCMIS, refer to <http://mcmiscatalog.fmcsa.dot.gov>.

Crash Severity Levels:

This *Pocket Guide* includes data on police-reported crashes, which include fatal, injury, and property-damage-only (PDO) crashes.

1. **Fatal crashes.** The source for fatal crashes is the Fatality Analysis Reporting System (FARS).
2. **Injury crashes.** The source for injury crashes is the General Estimates System (GES).
3. **PDO crashes.** The source for PDO crashes is GES.

For more information on crash severity levels, refer to the Model Minimum Uniform Crash Criteria (MMUCC) at <http://www.mmucc.us>.

Vehicles in Crashes:

Large Trucks: FARS and GES define a large truck as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Motor Carrier Management Information System (MCMIS) defines a large truck as a truck, used for commercial purposes, with a GVWR or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.

Buses: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

4-1 Total Crashes by Vehicle Type, 2010-2013

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2010	266,000	54,000	318,000	5,419,000
2011	273,000	56,000	329,000	5,338,000
2012	317,000	54,000	371,000	5,615,000
2013	327,000	66,000	389,000	5,687,000

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. These numbers include fatal crash data from FARS and injury crash and property-damage-only (PDO) crash data from the General Estimates System (GES).

Data Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) and GES.

4-2 Fatal Crashes by Vehicle Type, 2010-2013

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2010	3,271	247	3,512	30,296
2011	3,365	243	3,593	29,867
2012	3,486	252	3,726	31,006
2013	3,541	280	3,806	30,057

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-3 Injury Crashes by Vehicle Type, 2010-2013

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2010	56,000	12,000	67,000	1,542,000
2011	60,000	13,000	73,000	1,530,000
2012	73,000	12,000	85,000	1,634,000
2013	69,000	18,000	86,000	1,591,000

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

4-4 Property-Damage-Only (PDO) Crashes by Vehicle Type, 2010-2013

Year	Large Trucks	Buses	Large Trucks and Buses	Any Vehicles
2010	207,000	42,000	247,000	3,847,000
2011	210,000	43,000	252,000	3,778,000
2012	241,000	42,000	282,000	3,950,000
2013	254,000	48,000	299,000	4,066,000

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

4-5 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2012-2013

State	2012			2013		
	Fatalities	Million VMT	Fatality Rate	Fatalities	Million VMT	Fatality Rate
Alabama	109	64,959	0.17	118	65,046	0.18
Alaska	5	4,792	0.10	4	4,848	0.08
Arizona	89	60,129	0.15	66	60,586	0.11
Arkansas	95	33,522	0.28	83	33,493	0.25
California	284	326,272	0.09	269	329,534	0.08
Colorado	62	46,769	0.13	61	46,968	0.13
Connecticut	20	31,269	0.06	21	30,941	0.07
Delaware	11	9,186	0.12	13	9,308	0.14
D.C.	2	3,572	0.06	3	3,527	0.09
Florida	230	191,374	0.12	226	192,702	0.12
Georgia	158	107,488	0.15	173	109,355	0.16
Hawaii	9	10,050	0.09	8	10,099	0.08
Idaho	13	16,315	0.08	35	15,980	0.22
Illinois	134	104,578	0.13	151	105,297	0.14
Indiana	116	78,923	0.15	122	78,311	0.16
Iowa	60	31,596	0.19	67	31,641	0.21
Kansas	66	30,572	0.22	69	30,208	0.23
Kentucky	86	47,344	0.18	79	46,996	0.17
Louisiana	108	46,889	0.23	89	47,758	0.19
Maine	12	14,199	0.08	21	14,129	0.15
Maryland	74	56,476	0.13	66	56,688	0.12
Massachusetts	25	55,940	0.04	35	56,311	0.06
Michigan	82	94,548	0.09	91	95,132	0.10
Minnesota	67	56,988	0.12	81	56,974	0.14
Mississippi	53	38,667	0.14	66	38,758	0.17
Missouri	100	68,504	0.15	89	69,458	0.13
Montana	13	11,885	0.11	21	12,033	0.17
Nebraska	45	19,277	0.23	30	19,322	0.16
Nevada	21	24,148	0.09	24	24,649	0.10
New Hampshire	7	12,894	0.05	13	12,903	0.10
New Jersey	71	74,225	0.10	71	74,530	0.10
New Mexico	42	25,562	0.16	55	25,086	0.22
New York	128	128,221	0.10	146	129,737	0.11
North Carolina	129	104,950	0.12	145	105,213	0.14
North Dakota	48	10,081	0.48	63	10,100	0.62
Ohio	158	112,715	0.14	136	112,767	0.12
Oklahoma	125	47,872	0.26	117	47,999	0.24
Oregon	39	33,173	0.12	35	33,706	0.10
Pennsylvania	177	98,884	0.18	176	98,628	0.18
Rhode Island	4	7,807	0.05	5	7,775	0.06
South Carolina	89	49,036	0.18	74	48,986	0.15
South Dakota	20	9,113	0.22	19	9,122	0.21
Tennessee	120	71,167	0.17	131	71,067	0.18
Texas	594	237,836	0.25	555	244,525	0.23
Utah	20	26,528	0.08	20	27,005	0.07
Vermont	5	7,216	0.07	10	7,116	0.14
Virginia	88	80,959	0.11	95	80,767	0.12
Washington	47	56,762	0.08	43	57,211	0.08
West Virginia	49	19,226	0.25	48	19,232	0.25
Wisconsin	72	59,087	0.12	88	59,486	0.15
Wyoming	27	9,271	0.29	25	9,309	0.27
National Totals	4,208	2,968,815	0.14	4,251	2,988,323	0.14

Notes: D.C. = District of Columbia. Fatality rate is equal to "Fatalities" divided by "Million VMT" multiplied by 100. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Data Source: VMT - Federal Highway Administration (FHWA), *Highway Statistics 2013*; Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-6 Large Trucks Involved in Fatal Crashes by State, 2010-2013

State	2010	2011	2012	2013
Alabama	105	96	111	107
Alaska	5	0	4	4
Arizona	54	65	73	69
Arkansas	79	101	88	86
California	240	265	251	249
Colorado	46	46	51	51
Connecticut	23	14	16	19
Delaware	9	10	10	10
District of Columbia	3	2	1	3
Florida	179	201	193	187
Georgia	145	169	149	157
Hawaii	4	3	6	7
Idaho	15	18	17	32
Illinois	113	120	115	136
Indiana	111	130	115	115
Iowa	90	49	65	59
Kansas	71	58	59	66
Kentucky	90	88	88	71
Louisiana	93	81	102	74
Maine	13	17	10	16
Maryland	39	38	57	61
Massachusetts	19	33	17	29
Michigan	83	61	70	88
Minnesota	77	53	54	74
Mississippi	55	62	44	57
Missouri	76	95	89	77
Montana	13	24	11	19
Nebraska	49	29	42	27
Nevada	16	28	21	24
New Hampshire	6	8	6	11
New Jersey	59	59	62	64
New Mexico	43	44	39	55
New York	116	112	97	114
North Carolina	104	118	132	125
North Dakota	17	32	44	64
Ohio	123	113	145	151
Oklahoma	88	100	124	116
Oregon	49	48	28	34
Pennsylvania	159	163	175	170
Rhode Island	2	1	3	5
South Carolina	61	79	81	67
South Dakota	19	10	16	18
Tennessee	89	101	108	121
Texas	376	414	548	493
Utah	28	24	17	21
Vermont	11	6	6	7
Virginia	87	74	88	100
Washington	27	35	43	38
West Virginia	40	32	47	48
Wisconsin	53	77	60	85
Wyoming	22	27	27	25
U.S. Total	3,494	3,633	3,825	3,906

Note: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

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

4-7 Large Truck Fatal Crash Statistics, 1975-2013

Year	Fatal Crashes Involving Large Trucks	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million VMT by Large Trucks	Rates per 100 Million VMT		Large Trucks Registered
					Fatal Crashes Involving Large Trucks	Fatalities in Large Truck Crashes	
1975	3,722	961	4,483	81,330	4.58	5.51	5,362,369
1980	5,042	1,262	5,971	108,491	4.65	5.50	5,790,653
1985	4,841	977	5,743	123,504	3.92	4.64	5,996,337
1990	4,518	705	5,272	146,252	3.09	3.60	6,195,876
1995	4,194	648	4,918	178,156	2.35	2.76	6,719,421
2000	4,573	754	5,282	205,520	2.23	2.57	8,022,649
2005	4,551	804	5,240	222,523	2.05	2.35	8,481,999
2010	3,271	530	3,686	286,527	1.14	1.29	10,770,054
2011	3,365	640	3,781	267,594	1.26	1.41	10,270,693
2012	3,486	697	3,944	269,207	1.29	1.47	10,659,380
2013	3,541	691	3,964	275,018	1.29	1.44	10,597,356

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2013*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-8 Large Truck Injury Crash Statistics, 2010-2013

Year	Injury Crashes Involving Large Trucks	Large Trucks Involved in Injury Crashes	Persons Injured in Large Truck Crashes	Million VMT by Large Trucks	Rates per 100 Million VMT		Large Trucks Registered
					Injury Crashes Involving Large Trucks	Persons Injured in Large Truck Crashes	
2010	56,000	58,000	80,000	286,527	19.5	27.9	10,770,054
2011	60,000	63,000	88,000	267,594	22.5	32.9	10,270,693
2012	73,000	77,000	104,000	269,207	27.1	38.6	10,659,380
2013	69,000	73,000	95,000	275,018	25.1	34.6	10,597,356

Notes: The rates displayed in this table are based on unrounded General Estimates System (GES) data. "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Data Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2013*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), GES.

4-9 Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 2010-2013

Occupant of:	2010	2011	2012	2013
Passenger Car	1,390	1,380	1,423	1,438
Light Truck	1,213	1,082	1,153	1,164
Large Truck	530	640	697	691
Motorcycle	162	221	251	204
Bus	4	11	10	16
Other/Unknown	28	19	20	12
Total Vehicle Occupants	3,327	3,353	3,554	3,525

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

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

4-10 Nonmotorists Killed in Large Truck Crashes, 2010-2013

Nonmotorist Type	2010	2011	2012	2013
Pedestrian	280	335	305	338
Pedalcyclist	58	60	62	78
Other/Unknown Nonmotorist	21	33	23	23
Total Nonmotorist Fatalities	359	428	390	439
Total Fatalities	3,686	3,781	3,944	3,964
Percent Nonmotorist Fatalities	10%	11%	10%	11%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, or others such as skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances.

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

4-11 Nonmotorists Killed in Bus Crashes, 2010-2013

Nonmotorist Type	2010	2011	2012	2013
Pedestrian	72	69	77	71
Pedalcyclist	17	10	12	13
Other/Unknown Nonmotorist	0	1	0	5
Total Nonmotorist Fatalities	89	80	89	89
Total Fatalities	278	284	282	310
Percent Nonmotorist Fatalities	32%	28%	32%	29%

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, or others such as skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances.

Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS); Injury and Property-Damage-Only (PDO) Crashes - NHTSA, General Estimates System (GES).

4-12 Large Truck and Work Zone Fatal Crash Statistics, 2010-2013

Crash Type:	2010		2011		2012		2013	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Large Truck Fatal Crashes	3,271	100.0%	3,365	100.0%	3,486	100.0%	3,541	100.0%
Work Zone	117	3.6%	145	4.3%	132	3.8%	146	4.1%
Not a Work Zone	3,154	96.4%	3,220	95.7%	3,354	96.2%	3,395	95.9%
All Fatal Crashes	30,296	100.0%	29,867	100.0%	31,006	100.0%	30,057	100.0%
Work Zone	521	1.7%	533	1.8%	555	1.8%	527	1.8%
Not a Work Zone	29,775	98.3%	29,334	98.2%	30,451	98.2%	29,530	98.2%
Percent of Work-Zone Fatal Crashes that Involved at Least One Large Truck	22.5%		27.2%		23.8%		27.7%	
Percent of All Fatal Crashes that Involved at Least One Large Truck	10.8%		11.3%		11.2%		11.8%	

Notes: "Not a Work Zone" counts includes crashes where location was unknown. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.

Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS)

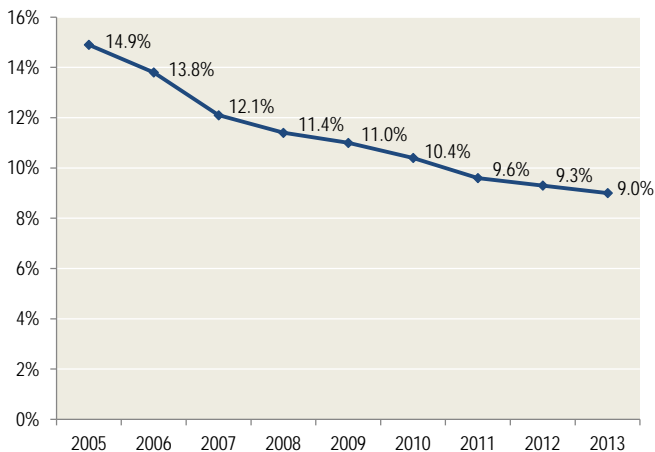
4-13 Truck Weight Rating for Large Trucks in Fatal Crashes, 2010-2013

Truck Weight Rating	2010	2011	2012	2013
Class 1: < 6,000 lb	0	0	0	1
Class 2: 6,001 - 10,000 lb	3	4	6	2
Class 3: 10,001 - 14,000 lb	172	275	286	256
Class 4: 14,001 - 16,000 lb	74	100	77	94
Class 5: 16,001 - 19,500 lb	75	82	91	83
Class 6: 19,501 - 26,000 lb	179	193	215	218
Class 7: 26,001 - 33,000 lb	233	218	212	242
Class 8: > 33,000 lb	2,662	2,678	2,841	2,931
Unknown	96	83	97	79
Total	3,494	3,633	3,825	3,906

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Starting in 2013, Vehicle Identification Number (VIN)-derived data elements, including Truck Weight Rating, were moved to a separate file in the Fatality Analysis Reporting System (FARS) (Vindecode).

Data Source: National Highway Traffic Safety Administration (NHTSA), FARS.

4-14 Percentage of Large Truck Drivers in Fatal Crashes Not Wearing Any Type of Safety Belt, 2005-2013



Note: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

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

4-15 Hazardous Materials (HM) Cargo Release in Crashes Involving Large Trucks with HM Placards, 2010-2014

Cargo Release	Number of Large Trucks				
	2010	2011	2012	2013	2014*
Cargo Release: No	1,816	2,011	1,963	2,392	1,634
Cargo Release: Yes	279	312	358	383	316
Corrosives	21	20	26	44	27
Explosives	3	11	12	7	10
Flammable Liquid	125	143	200	213	159
Flammable Solids	0	3	5	1	2
Gases	34	41	36	45	31
Miscellaneous Dangerous Goods	43	25	27	28	18
Oxidizing Substances	3	3	5	3	5
Poison & Infectious Substances	3	2	2	6	4
Radioactive Material	0	0	0	0	1
Unknown	47	64	45	36	59
Cargo Release: Unknown	484	569	454	456	449
Total	2,579	2,892	2,775	3,231	2,399

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2014, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: Large trucks are defined here as vehicles designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of more than 10,000 pounds or any vehicle carrying HM that requires placarding, regardless of weight.

Data Source: FMCSA, MCMIS, data snapshot as of January 23, 2015.

4-16 Driver's License Class Statistics for Large Trucks and Buses in Crashes, 2010-2014

License Class	Number of Vehicles Involved				
	2010	2011	2012	2013	2014*
Class A	88,785	89,850	90,064	97,231	68,959
Class B	18,747	18,922	19,605	20,691	13,271
Class C	8,156	8,415	8,581	9,955	6,889
Class D	11,271	11,465	12,611	13,570	9,500
Class M	438	363	506	1,175	887
Unknown	9,420	9,552	6,959	6,745	4,626
Total	136,817	138,567	138,326	149,367	104,132

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2014, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight. A bus is defined as a vehicle with seats for at least nine people, including the driver. Descriptions for driver's license classes are as follows: Class A pertains to any combination of vehicles which has a GCWR or gross combination weight of 26,001 pounds or more, whichever is greater, inclusive of a towed unit(s) with a GVWR or gross vehicle weight of more than 10,000 pounds, whichever is greater. Class B pertains to any single vehicle which has a GVWR or gross vehicle weight of 26,001 pounds or more, or any such vehicle towing a vehicle with a GVWR or gross vehicle weight that does not exceed 10,000 pounds. Class C pertains to any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is transporting material that has been designated as hazardous and is required to be placarded or is transporting any quantity of a material listed as a select agent or toxin. Class D pertains to any vehicle, or any combination of vehicles, with a GVWR of 26,000 pounds or less that is not used 1) for the purpose of transporting HM which are required by law to be placarded, 2) to transport more than 15 passengers including the driver, and 3) is not a school bus used to transport children to and from school for compensation. Class M pertains to motorcycles and motor-driven cycles.

Data Source: FMCSA, MCMIS, data snapshot as of January 23, 2015.

4-17 Large Trucks in Crashes by Operation Classification, 2010-2014

Classification	2010	2011	2012	2013	2014*
For-Hire	59,396	59,975	59,801	64,278	67,477
Private	18,069	18,373	18,508	19,977	19,880
Both For-Hire and Private	15,935	16,956	18,000	21,077	22,681
Neither For-Hire Nor Private/No USDOT Number	29,213	29,060	27,250	28,428	28,213
Total	122,613	124,364	123,559	133,760	138,251

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2014, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight.

Data Source: Crash data for all years: FMCSA, MCMIS, data snapshot as of January 23, 2015. For-hire and private information: FMCSA, MCMIS, data snapshots as of December 17, 2010, September 23, 2011, September 28, 2012, June 20, 2014, and January 23, 2015.

4-18 Large Trucks in Crashes by Carrier Operation, 2010-2014

Carrier Operation	2010	2011	2012	2013	2014*
Interstate	84,575	85,196	85,683	92,979	96,766
Intrastate Hazardous Materials (HM)	1,161	1,212	1,142	1,276	1,353
Intrastate Non-HM**	8,414	9,749	10,053	11,901	12,706
Unknown Carrier Operation**	28,463	28,207	26,681	27,604	27,426
Total	122,613	124,364	123,559	133,760	138,251

*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2014, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

**Some States do not require intrastate non-HM carriers to obtain USDOT numbers.

Notes: A large truck is defined here as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying HM that requires placarding, regardless of weight.

Data Source: Crash data for all years: FMCSA, MCMIS, data snapshot as of January 23, 2015. Interstate and HM information: FMCSA, MCMIS, data snapshots as of December 17, 2010, September 23, 2011, September 28, 2012, June 20, 2014, and January 23, 2015.

4-19 Bus Fatal Crash Statistics, 1975-2013

Year	Fatal Crashes Involving Buses	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million VMT by Buses	Rates per 100 Million VMT		Buses Registered
					Fatal Crashes Involving Buses	Fatalities in Bus Crashes	
1975	323	53	348	6,055	5.33	5.75	462,156
1980	329	46	390	6,059	5.43	6.44	528,789
1985	337	57	398	4,478	7.53	8.89	593,485
1990	286	32	340	5,726	4.99	5.94	626,987
1995	271	33	311	6,420	4.22	4.84	685,503
2000	323	22	357	7,590	4.26	4.70	746,125
2005	278	58	340	6,980	3.98	4.87	807,053
2010	247	44	278	13,770	1.79	2.02	846,051
2011	243	55	284	13,807	1.76	2.06	666,064
2012	252	39	282	14,781	1.70	1.91	764,509
2013	280	48	310	15,167	1.85	2.04	864,549

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2013*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

4-20 Bus Injury Crash Statistics, 2010-2013

Year	Injury Crashes Involving Buses	Buses Involved in Injury Crashes	Persons Injured in Bus Crashes	Million VMT by Buses	Rates per 100 Million VMT		Buses Registered
					Injury Crashes Involving Buses	Persons Injured in Bus Crashes	
2010	12,000	12,000	27,000	13,770	83.6	196.7	846,051
2011	13,000	13,000	24,000	13,807	96.8	176.7	666,064
2012	12,000	12,000	23,000	14,781	80.6	156.3	764,509
2013	18,000	18,000	38,000	15,167	117.0	250.6	864,549

Notes: The rates displayed in this table are based on unrounded General Estimates System (GES) data. "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined here as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2013*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), GES.

4-21 Fatal Crashes Involving Buses, by Type of Bus, 1975-2013

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus*	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1980	117	38	149	—	14	11	329
1985	126	29	116	—	33	33	337
1990	111	26	113	—	19	17	286
1995	109	23	101	—	23	15	271
2000	119	40	127	—	20	17	323
2005	110	37	83	—	34	14	278
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	101	34	78	30	7	2	252
2013	114	43	81	28	10	4	280

* “Van-based bus” was listed as a bus type for the first time in 2011.

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

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

4-22 Estimated Costs of Large Truck and Bus Crashes, 2010-2013 (2013 Dollars)

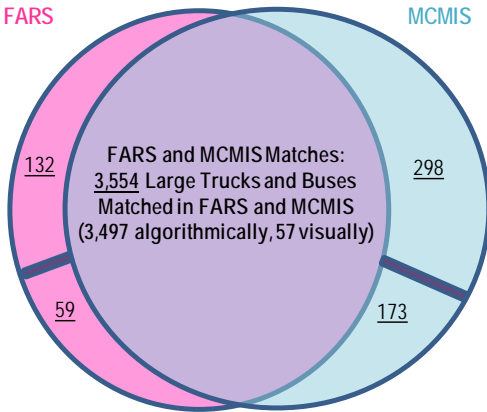
Year	Fatal Crashes	Injury Crashes	Property-Damage-Only (PDO) Crashes	All Large Truck and Bus Crashes
2010	\$39 Billion	\$30 Billion	\$18 Billion	\$87 Billion
2011	\$40 Billion	\$33 Billion	\$18 Billion	\$91 Billion
2012	\$41 Billion	\$38 Billion	\$20 Billion	\$99 Billion
2013	\$42 Billion	\$39 Billion	\$22 Billion	\$103 Billion

Notes: A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The total costs may not add up exactly due to rounding. Changes to past years are the result of updating for inflation and changes in guidance from the Office of the Secretary of Transportation on how to value fatalities and injuries.

Data Source: T. Miller, E. Zaloshnja, and R. Spicer, *Revised Cost of Large Truck and Bus Involved Crashes* (2002), adjusted to 2013 dollars and 2014 value of a statistical life (VSL), and updated to reflect new guidance on valuing injuries from the Office of the Secretary of Transportation.

4-23 Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) Matching for Large Trucks and Buses in Fatal Crashes, 2010

Number	Category	Percentage
3,554	Large trucks and buses matched in FARS and MCMIS	84.3%
132	Large trucks and buses in FARS and not in MCMIS (including vehicles less than 10,000 pounds)	3.1%
59	Large trucks and buses in FARS matched to a non-fatal crash in MCMIS	1.4%
298	Large trucks and buses in MCMIS and not in FARS	7.1%
173	Large trucks and buses in MCMIS matched to vehicles in FARS that were not large trucks or buses	4.1%
4,216	Total large trucks and buses in fatal crashes in FARS, MCMIS, or both	100.0%



Notes: A large truck is defined in FARS as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A large truck is defined in MCMIS as a vehicle, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds, or any vehicle carrying hazardous materials (HM) that requires placarding, regardless of weight. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Data Sources: National Highway Traffic Safety Administration (NHTSA), FARS; FMCSA, MCMIS; the Volpe National Transportation Systems Center.

5. DATA QUALITY

State Safety Data Quality (SSDQ) Methodology

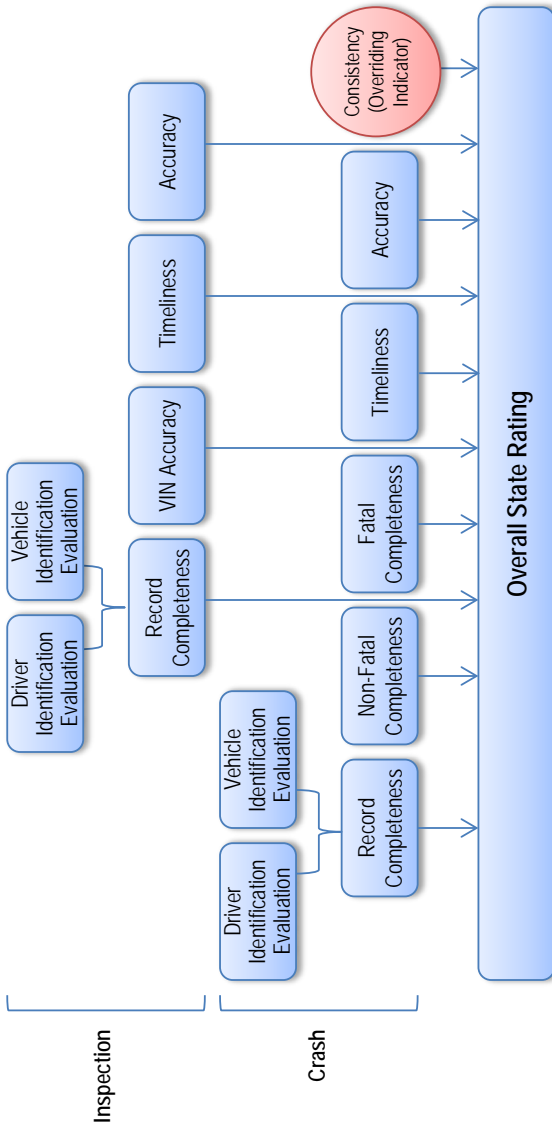
To conduct accurate analyses on collected statistics, it is crucial that data submitted to FMCSA be of the highest quality possible. To help achieve this goal, FMCSA has implemented the State Safety Data Quality (SSDQ) Methodology.

The SSDQ Methodology was developed to evaluate the completeness, timeliness, accuracy, and consistency of State-reported data. The SSDQ evaluation uses a 12-month timeframe that ends 3 months prior to the Motor Carrier Management Information System (MCMIS) snapshot for each measure, unless otherwise stated in the rating description. The methodology consists of nine performance measures (five crash and four inspection measures) and one overriding performance indicator (see 5-1).

The SSDQ evaluation is updated monthly to reflect improvements in crash and roadside inspection reporting. States receive an overall rating of "Good," "Fair," or "Poor" for each SSDQ measure and rating. FMCSA developed the color-coded SSDQ map (see 5-2) as a visual tool for States to use in improving crash and inspection data reported to FMCSA. The overall data quality rating for each State is based on the following criteria:

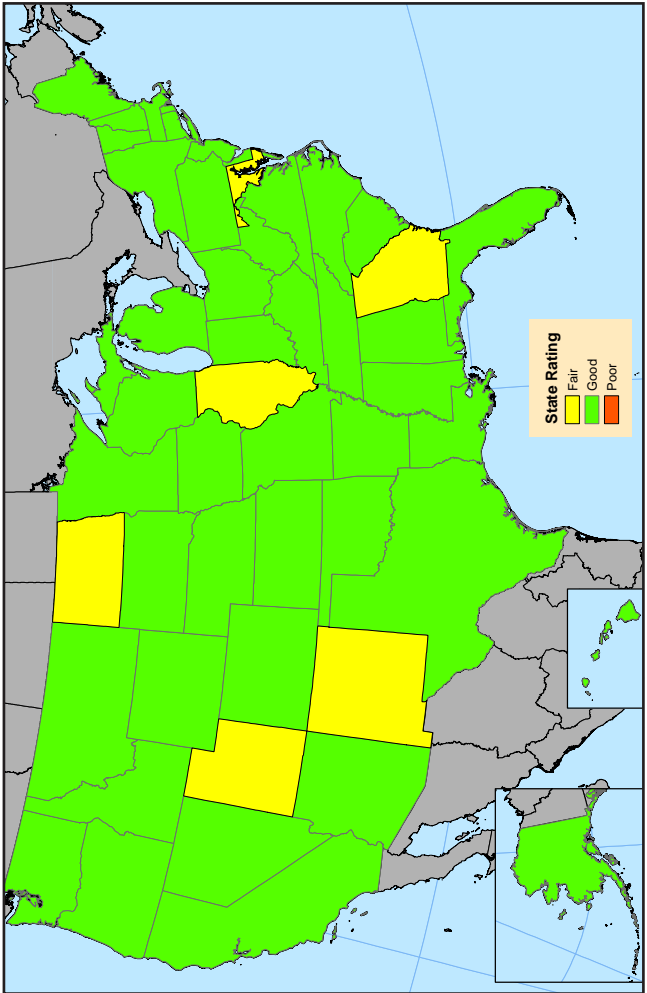
- Good (green) for States with at least one good crash measure, one good inspection measure, and no poor measures.
- Fair (yellow) for States with no more than one poor measure.
- Poor (red) for States with two or more poor measures.
- Red-flagged States are automatically rated poor overall.

5-1 State Safety Data Quality (SSDQ) Performance Measures



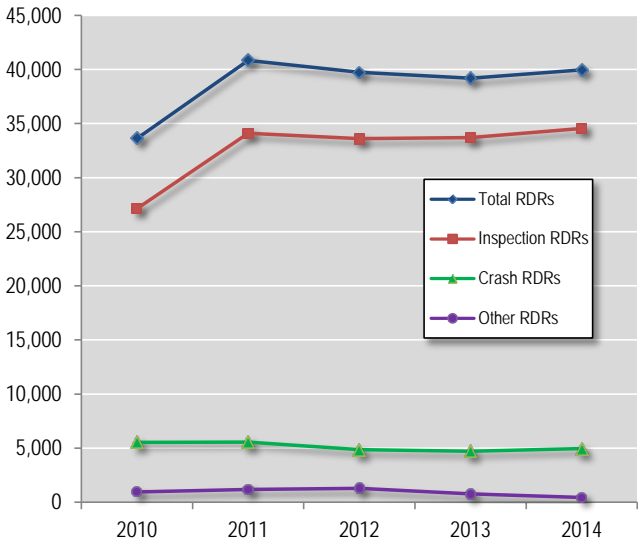
Data Source: FMCSA, Analysis & Information (A&I) Online, <http://ai.fmcsa.dot.gov/DataQuality>.

5-2 State Safety Data Quality (SSDQ) Map, December 2014



Data Source: FMCSA, Analysis & Information (A&I) Online, State Safety Data Quality as of December, 2014. For most recent State ratings, refer to: <http://ai.fmcsa.dot.gov/mapping/ssdq>.

5-3 Annual Requests for Data Review (RDRs) in DataQs, 2010-2014



Data Source: FMCSA, DataQs, March 3, 2015 (based on submissions received in 2014).

DataQs is the online system for drivers, motor carriers, Federal and State agencies, and others to file concerns about Federal and State data maintained in the Motor Carrier Management Information System (MCMIS) and released to the public by FMCSA. The DataQs system provides affected commercial motor carriers, commercial drivers, and others an opportunity to seek and obtain correction of information maintained and disseminated by FMCSA.

For more information on DataQs, please refer to: <https://dataqs.fmcsa.dot.gov>

6. GRANT PROGRAMS

FMCSA safety grant funding opportunities are available primarily to State and local government agencies in the 50 States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands. Applicants for FMCSA funding opportunities should be working on commercial motor vehicle (CMV) safety activities with efforts directly linked to FMCSA's mission. An overview of 2013 FMCSA grant awards and short program descriptions are presented below. More information on these grant programs can be found at <http://www.fmcsa.dot.gov/mission/grants>.

6-1 FMCSA Grant Awards, 2014

Grant Program	Total Awards
Border Enforcement	\$32,000,000
CDL Program Implementation	\$30,000,000
CMVOST	\$1,000,000
CVISN	\$14,906,179
MCSAP Basic & Incentive	\$168,275,000
MCSAP High Priority	\$15,000,000
MCSAP New Entrant	\$28,743,785
PRISM	\$3,796,943
SaDIP	\$3,000,000
Total Grant Awards	\$296,721,907

Border Enforcement Grant (BEG)

The BEG program is a Federal discretionary grant program that provides financial assistance to States and entities that share a land border with another country for carrying out border CMV safety programs and related enforcement activities and projects. The Federal share of the BEG may be 100 percent of the expenditures approved in the State or entity's Border Enforcement Plan provided the maintenance of expenditures amount is met.

Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant

The CMVOST Grant Program is a discretionary program that provides financial assistance to public or private organizations that train operators of CMVs as defined by 31301 of Title 49 (i.e., accredited post-secondary educational institutions such as colleges, universities, vocational-technical

schools, associations, and truck driver training schools). The goals of the CMVOST grant program are to expand the number of CDL holders possessing enhanced operator safety training to help reduce the severity and number of crashes on U.S. roads involving CMVs and to assist current or former members of the U.S. Armed Forces (including National Guard members and Reservists) and their spouses in the transition to the CMV operation industry by offering training.

Commercial Driver's License Program Implementation (CDLPI) Grant

The CDLPI grant provides financial assistance to States to achieve compliance with the requirements of 49 CFR Parts 383 and 384. The goal of the national Commercial Driver's License (CDL) program is to reduce the number and severity of CMV crashes in the United States by ensuring that only qualified drivers are eligible to receive and retain a CDL. The Federal share of CDLPI grants is 100 percent of the expenditures approved in the State or entity's application.

Commercial Vehicle Information Systems and Networks (CVISN) Grant

The Commercial Vehicle Information Systems and Networks (CVISN) grant program provides discretionary funding for States and the District of Columbia to deploy, operate, and maintain elements of their CVISN programs, including commercial vehicle, commercial driver, and carrier-specific information systems and networks. The agency in each State and the District of Columbia that is primarily responsible for the development, implementation, and maintenance of CVISN-related systems is eligible to apply for grant funding. To view the most recently published CVISN annual report, visit [http://ntl.bts.gov/lib/51000/51800/51834/13-010-CVISN Annual Report 2012- Full Report.pdf](http://ntl.bts.gov/lib/51000/51800/51834/13-010-CVISN%20Annual%20Report%202012-Full%20Report.pdf).

Motor Carrier Safety Assistance Program (MCSAP) Basic and Incentive Grants

Under the MCSAP Basic and Incentive grant programs, a State lead MCSAP agency is eligible to apply for Basic and Incentive grant funding by submitting a commercial vehicle safety plan. FMCSA will reimburse each State's lead MCSAP agency 80 percent of eligible costs incurred in a fiscal year. Each lead agency will provide a 20 percent match of funds to qualify for the program. No match is required for the U.S. territories, with the exception of Puerto Rico. Basic grant funds are distributed proportionally based on four equally rated factors. A State lead MCSAP agency may qualify for Incentive grant funds if it can demonstrate CMV safety program improvement in five specific categories. Prior to the start of each fiscal year, FMCSA calculates the amount of Basic and Incentive funding each State is expected to receive.

MCSAP High Priority Grant

MCSAP High Priority grant funding is available for projects that are national in scope, increase public awareness and education, demonstrate new technologies, and reduce the number and rate of CMV accidents. Eligible recipients are State agencies, local governments, and organizations representing government agencies that use and train qualified officers and employees in coordination with State motor vehicle safety agencies. FMCSA may reserve High Priority funding exclusively for innovative traffic enforcement projects, with particular emphasis on work zone enforcement and rural road safety.

New Entrant Safety Audit Grant

The goal of the New Entrant Safety Audit grant program is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. New Entrant discretionary grant funds will be awarded to States and local government for New Entrant safety audits on interstate motor carriers. States may use these funds for salaries and related expenses of New Entrant auditors, including training and equipment, and to perform other eligible activities that are directly related to conducting safety audits. The Federal share for the New Entrant grants is established at 100 percent of authorized funds.

Performance and Registration Information Systems Management (PRISM) Grant

The PRISM grant program is a cooperative Federal-State safety program developed to reduce commercial vehicle accidents. The performance of unsafe carriers is improved through a comprehensive system of identifications, education, data gathering, safety monitoring, and treatment. The PRISM program incorporates Registration and Enforcement processes to identify motor carriers and hold them responsible for the safety of their operations. To be eligible, State agencies located in one of the 50 States or in one of the U.S. territories must work on highway traffic safety activities and demonstrate a capacity to work with highway traffic safety stakeholders.

Safety Data Improvement Program (SaDIP) Grant

The goal of SaDIP grant funding is to provide financial and technical assistance to States to facilitate the collection of accurate, complete, and timely data on all large commercial truck and bus crashes that involve a fatality, injury, or a vehicle towed from the crash scene. Reports from the Government Accountability Office and the USDOT Inspector General have recommended that improvements be made in FMCSA crash and enforcement data. Congress has responded by providing funding annually for FMCSA to work with the States to improve reporting of large commercial truck and bus crashes.

7. AGENCY RESOURCES

FMCSA Web site

<http://www.fmcsa.dot.gov>

Analysis & Information (A&I) Online

<http://ai.fmcsa.dot.gov>

Compliance, Safety, Accountability (CSA)

<https://csa.fmcsa.dot.gov>

Commercial Vehicle Information Systems and Networks (CVISN)

<http://www.fmcsa.dot.gov/grants/cvisn-grant/commercial-vehicle-information-systems-and-networks-cvisn-grant>

DataQs

<http://dataqs.fmcsa.dot.gov>

FMCSA New Entrant Safety Assurance Program

<http://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program>

FMCSA Portal

<https://portal.fmcsa.dot.gov>

Motor Carrier Management Information System (MCMIS)

<http://mcmiscatalog.fmcsa.dot.gov>

Fatality Analysis Reporting System (FARS)

<http://www.nhtsa.gov/FARS>

Federal Highway Administration (FHWA) Highway Statistics Series

<https://www.fhwa.dot.gov/policyinformation/statistics>

General Estimates System (GES)

<http://www.nhtsa.gov/NASS>

Licensing & Insurance (L&I)

<http://li-public.fmcsa.dot.gov>

State Safety Data Improvement Program (SaDIP)

<http://www.fmcsa.dot.gov/grants/safety-data-improvement-grant/safety-data-improvement-program-grant-sadip>

GLOSSARY AND LIST OF ACRONYMS

A&I	Analysis & Information
ABS	Antilock Braking System
BEG	Border Enforcement Grant
CDL	Commercial Driver's License
CDLPI	Commercial Driver's License Program Improvement
CMV	Commercial Motor Vehicle (includes both large trucks and buses)
CMVOST	Commercial Motor Vehicle Operator Safety Training
CR	Compliance Review
CSA	Compliance, Safety, Accountability (CSA) is a major FMCSA safety measurement and reporting initiative. Designed to replace the SafeStat program, CSA was previously known as "Comprehensive Safety Analysis," or more commonly "CSA 2010."
CVISN	Commercial Vehicle Information Systems and Networks
DataQs	DataQs is an FMCSA system that allows users to request and track reviews of Federal and State data issued by FMCSA. The system automatically forwards a user's Request for Data Review to the appropriate office for resolution and collects updates and responses for current requests.
Domicile	Refers to the headquarters location of a carrier.
FAF	Freight Analysis Framework
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FMCSRs	Federal Motor Carrier Safety Regulations
Form MCS-150	Motor Carrier Identification Report (Application for USDOT Number)
GES	General Estimates System
GCWR	Gross Combination Weight Rating
GVWR	Gross Vehicle Weight Rating
HM	Hazardous Materials
HMRs	Hazardous Materials Regulations

HMSP	Hazardous Materials Carrier with a Safety Permit
HOS	Hours of Service
L&I	Licensing & Insurance
MCMIS	The Motor Carrier Management Information System (MCMIS) is an FMCSA system that contains crash, census, and inspection files created to monitor and develop safety standards for commercial motor vehicles operating in interstate commerce.
MCSAP	Motor Carrier Safety Assistance Program
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
OOS	Out of Service
OP-2 Authority	Carriers with OP-2 authority are Mexico-domiciled for-hire motor carriers and private motor carriers who transport property only in municipalities in the United States on the United States-Mexico international border or within the commercial zones of such municipalities.
PDO	Property Damage Only
PRISM	Performance and Registration Information Systems Management
RDR	Request for Data Review
SaDIP	State Safety Data Improvement Program
SBUCMVD	Seat Belt Usage by Commercial Motor Vehicle Drivers
SCR	Security Contact Review
SMS	Safety Measurement System
SSDQ	State Safety Data Quality
UCR	Unified Carrier Registration
URS	Unified Registration System
USDOT	U.S. Department of Transportation
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
VSL	Value of a Statistical Life

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