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BEFORE THE
UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
FAST ACT IMPLEMENTATION: IMPROVING THE SAFETY OF
THE NATION’S ROADS
July 18, 2017**

Chairman Graves, Ranking Member Norton, and Members of the Subcommittee, thank you for inviting the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), and Federal Motor Carrier Safety Administration (FMCSA) to testify about our work to improve safety on our nation’s roads and implement the Fixing America’s Surface Transportation Act (FAST Act, Pub. L. 114-94). It is an honor to testify today before this Subcommittee.

Federal Highway Administration (FHWA)

Safety continues to be the Department’s highest priority, and is at the core of our mission. The FHWA works to improve the safe mobility of people and goods on our Nation’s roadways by funding safe infrastructure, conducting and deploying the results of state-of-the-art research, and connecting our experts with State and local agencies to achieve our shared goals. The recent increase in fatalities ended an overall long-term decline and underscores the importance of coordinated and comprehensive programs to address road safety through data-driven strategic approaches.

In addition to the tragic impact on human life, the economic and societal consequences of motor vehicle crashes reach over \$800 billion annually, further demonstrating the importance of investing in highway safety and achieving a better safety record on U.S. highways. While these remarks focus on FHWA programs with “safety” in their title, it is important to note that FHWA incorporates safety into the entire \$44 billion Federal-aid highway program, which strives to build safer roads for a safer future.

The Highway Safety Improvement Program

FHWA is committed to the vision of eliminating fatalities and serious injuries on our Nation’s roadways. We are building off important collaborative initiatives led by our partners, such as Towards Zero Deaths, which is developing a national strategy on highway safety, and Vision Zero, which focuses on over twenty early-adopter cities.

The Highway Safety Improvement Program (HSIP) is the cornerstone of FHWA's efforts to eliminate fatalities and serious injuries on all public roads. The FAST Act continued the HSIP, providing estimated annual average funding of approximately \$2.6 billion, or almost six percent of overall Federal-aid funding. The FHWA estimates that highway safety improvement projects result in four to seven dollars of benefits for every one dollar invested. Through HSIP and other efforts, FHWA encourages a data-driven, performance-based approach to save lives. The HSIP eligibilities are broad for infrastructure improvements, which allow States to tailor their safety program to their specific needs. Such eligible projects must be consistent with a State's Strategic Highway Safety Plan (SHSP); identified based on crash experience, crash potential, or other data-supported means; and must contribute to a reduction in fatalities and serious injuries.

States develop and implement multi-year, comprehensive SHSPs in coordination with Federal, State, local, and tribal partners. While the process for SHSP development is approved by FHWA, SHSPs also provide strategic direction for State plans required by other modes, including NHTSA's Highway Safety Plan and FMCSA's Commercial Vehicle Safety Plan. The FHWA works with its sister agencies to ensure that the Department speaks with one voice and that these plans are coordinated to the maximum extent possible. SHSPs establish statewide safety goals, objectives, and key emphasis areas and integrate the "four Es" of highway safety—engineering, education, enforcement and emergency medical services. The emphasis areas in a State's SHSP must be identified through a data-driven analysis of crash, roadway, and traffic data. For roadway data, States are required to collect and use the model inventory of roadway elements (MIRE) and recently established plans for their collection. States must update their SHSPs at least every five years, to ensure that the most recent data is evaluated and considered.

The FAST Act also continued the Railway-Highway Crossings Program, setting aside an average of \$260 million per year of HSIP funds for this State-administered program. From 1996 to 2015, fatalities at railway-highway grade crossings decreased by 50 percent, despite an increase in the vehicle miles travelled (VMT) on roadways and an increase in passenger and freight traffic on railways. There were 237 railway-highway grade fatalities in 2015 representing less than one percent of the nation's overall fatalities.

To achieve the vision of zero fatalities, crashes on all public roads must be addressed, including rural roads and locally-owned roads. In 2014, 19 percent of the U.S. population lived in rural areas, but rural road fatalities accounted for 51 percent of all road fatalities. The fatality rate in rural areas has remained 2.4 times higher than the fatality rate in urban areas. The FHWA continues to take a coordinated, national approach with its partners and stakeholders to address local and rural crashes. The FHWA's Local and Rural Road Safety Program encompasses training, technical assistance, guidance, and other tools. This program has shown measured success—a growing number of States are using HSIP funds to fund projects on locally-owned roads and local agencies are more aware of their safety issues through the development of Local Road Safety Plans and participation in SHSP development.

FHWA is also committed to improving road safety on tribal lands, where fatalities and serious injuries occur at a higher rate than in the rest of the nation. Motor vehicle crashes are the leading cause of unintentional death for American Indians and Alaska Natives ages one to 44, despite

known underreporting of fatal motor vehicle crashes. To help combat this problem, FHWA administers Tribal Transportation Program Safety Funds, a competitive discretionary grant program available to federally recognized Indian tribes. In April 2017, FHWA awarded nearly \$9 million of Fiscal Year (FY) 2016 funds to 74 tribes in 20 States. These projects focus on safety planning and transportation infrastructure improvements that can prevent and reduce death or serious injuries in transportation related incidents. Additionally, regular Tribal Transportation Program funds, approximately \$442 million for FY 2017, are often used for safety planning and infrastructure improvement projects. FHWA continues to examine ways to improve the collection, sharing, and analysis of safety data in Tribal areas so that it can be useful for identifying needed improvements in tribal transportation systems. In May, FHWA transmitted to Congress a report on the state of tribal safety data, as required by the FAST Act, and will continue working with tribal stakeholders to implement the recommendations for better data collection and use contained in the report. The FHWA is currently developing a second report to Congress that will analyze the available motor vehicle fatality data to determine any trends in Tribal areas that should be addressed.

Safety Performance Management

One of FHWA's primary safety achievements in recent years has been implementing the new performance management standards for the Federal-aid highway program, mandated by Congress in MAP-21 and continued in the FAST Act. These changes increase the program's accountability and transparency and provide a framework to improve investment decision making by focusing on performance outcomes for key national transportation goals. State DOTs will now be required to establish performance targets and assess performance in key areas. The FHWA has been coordinating very closely with NHTSA to support States in establishing three identical safety targets for three performance measures: the number of fatalities, fatality rate, and the number of serious injuries. The FHWA has been implementing the performance management directives from Congress through a series of inter-related rulemakings and other actions including a suite of training courses, technical tools, and guidance to educate our State and local partners.

The safety performance management rule was the first transportation performance management rule finalized by FHWA. Beginning this summer, States and metropolitan planning organizations (MPOs) will set data-driven annual safety performance targets for the first time, measuring the number and rate per 100 million VMT of fatalities, the number and rate per 100 million VMT of serious injuries, and the number of non-motorized fatalities and non-motorized serious injuries. States that fail to meet or make significant progress toward meeting their self-determined safety targets will be required to direct a dedicated share of their overall highway spending toward HSIP projects. States making investment decisions to achieve their safety targets supports the long-term drive towards reaching zero fatalities.

The FHWA, in coordination with NHTSA, has provided significant resources to advance the implementation of these safety performance management requirements, including fact sheets, webinars, a website, and a National Highway Institute course. The FHWA has delivered State Safety Target Setting Coordination workshops to 45 States, at no cost to them, bringing together over 1,000 safety stakeholders to discuss the requirements and implementation process. The

FHWA Safety Performance Management Training video has been viewed over 4,500 times and FHWA has delivered safety performance management presentations to non-Federal stakeholders, including the American Association of State Highway Transportation Officials, Transportation Research Board, and Association of Metropolitan Planning Organizations. In recognition of the important role our law enforcement partners play, FHWA has also developed a suite of law enforcement training materials that build officer competencies on serious injury reporting. Finally, FHWA, NHTSA, and FMCSA are collaborating to coordinate the development of guidance and outreach activities to States on the standardized serious injury reporting requirement.

Safety, Innovation, and Research

In addition to helping States measure and meet their safety targets through performance management standards and the HSIP, FHWA is also working to identify and rapidly deploy proven, but underutilized safety innovations. The FHWA is highly confident that certain countermeasures, infrastructure designs, and highway features are effective at improving safety. The FHWA provides guidance and technical assistance to advance these safety countermeasure options and encourage their use. Through Every Day Counts (EDC), which was codified into law in the FAST Act, FHWA has rolled out several safety innovations that can be used by states. During the current round of EDC innovations, FHWA is advocating the deployment of data-driven safety analysis (DDSA), which uses tools to analyze crash and roadway data to predict the safety impacts of highway projects. DDSA allows a transportation agency to target highway investments with more confidence and reduce severe crashes on roadways, putting our limited funds to their best uses. The FHWA is also promoting Safe Transportation for Every Pedestrian (STEP). Pedestrians account for an estimated 15 percent of all roadway fatalities, most of which occur at uncontrolled crossing locations or at intersections with no traffic signal or stop sign. STEP helps transportation agencies address pedestrian fatalities by promoting cost-effective countermeasures with known safety benefits, such as raised crosswalks, pedestrian hybrid beacons, and pedestrian refuge islands.

Previous rounds of EDC have advocated deployment of other proven safety countermeasures. These initiatives include the implementation of road diets, a roadway reconfiguration that can reduce highway fatalities and injuries. The use of road diets is now a standard practice in 21 states and Washington, D.C. EDC has also promoted Safety Edge, a simple and effective solution to mitigate pavement edge-related crashes by shaping the pavement edge to eliminate the safety issues associated with a vertical drop-off. Every State Department of Transportation has used the Safety Edge on transportation projects. The FHWA has also been working with our State partners to expand vehicle-to-infrastructure (V2I) communications technology, the wireless exchange of data between vehicles and roadway infrastructure. V2I communications enable safer vehicle operations by providing location specific data, such as work and school zone speed limits, hazardous roadway conditions, and traffic signal phasing and timing data directly to the vehicle in real-time. Under the FAST Act, V2I communication equipment is now eligible for funding under major Federal-aid highway programs and FHWA continues to provide technical assistance to our State and local partners as they deploy this important technology.

Connected automated technologies also hold great promise for delivering safety improvements in the coming years. The FHWA is completing a Vision Statement to identify our role in advancing these technologies, including preparing our national roadway infrastructure for the automated vehicle future. When leveraged with V2I communications technology, connected-automation has the potential to result in significant safety, mobility, and environmental benefits above and beyond what is capable with automated driving systems alone.

Safety is the primary objective of the FHWA highway bridge and tunnel programs. In the 50 years since the inception of the initial bridge inspection program, FHWA's research and development efforts at the Turner-Fairbank Highway Research Center have produced implementable technologies and solutions that push the state of the practice forward and improve safety. Innovations developed and implemented by FHWA research over that time include bridge steels and concretes with significantly improved durability and strength characteristics, analysis and investigation methodologies that critically advanced highway resiliency to hydraulic and geotechnical hazards, and inspection technologies that result in more reliable and actionable information for engineers. While progressive at the time of their implementation, these advances are all now institutionalized and in use by State DOTs and other owners across the country, elevating the level of safety experienced by the traveling public.

Finally, FHWA is investing resources to identify the next generation of safety technology. The FAST Act supports changes implemented in MAP-21 to advance a nationally-coordinated research and technology program that addresses fundamental, long-term highway research needs, including extensive research on highway safety. The FHWA's dedicated safety research program is conducted at the Turner-Fairbank Highway Research Center and focuses on intersection, pedestrian and bicyclist, and roadway departure safety. In addition, a host of research programs focus on infrastructure developments and new technologies that have the potential to produce significant safety gains. The FHWA is performing extensive research on different aspects of connected automated technologies, often in coordination with the Department's Intelligent Transportation Systems Joint Program Office. For example, FHWA is conducting conceptual testing on the use of automated and connected vehicle technology to provide specific speed recommendations to a vehicle, which can implement the recommendation automatically. Smoothing the flow of traffic in this way would improve safety by reducing the chances of a vehicle crash. The FHWA's Exploratory Advanced Research Program (EAR) conducts long term, higher-risk research in the hopes of discovering transformational improvements to plan, build, and operate safe transportation systems. The EAR's current focus areas include alternative intersection/interchange designs, new approaches to material science to create innovative new highway materials, and human behavior and travel choices, all of which have the potential to enhance highway safety.

National Highway Traffic Safety Administration (NHTSA)

For the last 50 years, the National Highway Traffic Safety Administration has diligently worked to fulfill our mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, setting safety standards and enforcement. We could not work toward our mission without the support of this Committee and your work on the FAST Act.

In 2015, we lost 35,092 people on our public roads. That was a 7.2 percent spike in traffic fatalities from the previous year, and the largest single-year percent increase in 50 years. The preliminary numbers appear to show that roadway fatalities increased further in 2016.

As you know, 94 percent of serious crashes are the result of human choices such as distraction, alcohol or drug impairment, speeding or fatigue. The bottom line is the overwhelming majority of crashes result from someone making a poor choice. In the FAST act, Congress provided more tools to combat unsafe driving behavior, including such persistent challenges as impaired and distracted driving.

How many times have you observed the driver in the car next to you texting or looking down at a phone? How often was that car swerving, falling below the speed limit, or worse, speeding toward another car? Sending or reading a text takes your eyes off the road for an average of 5 seconds. At 55 mph, that is like driving the length of an entire football field with your eyes closed. Distracted driving is a prime example of a poor choice that can cause crashes, and the FAST Act is helping us address that through grants to States that enact lifesaving distracted driving laws. In FY 2017, we were able to award 24 grants to States with laws prohibiting texting and 3 grants to States with comprehensive distracted driving laws. These grant funds are available for a variety of safety purposes, including distracted driving enforcement. We look forward to working closely with the States to increase the number of these grants within our available resources in future years as more States enact these important laws.

In addition to the distracted driving grants and priority safety grants in areas such as occupant protection, impaired driving, and motorcyclist safety, the FAST Act added grants to promote pedestrian and bicyclist safety, 24-7 sobriety programs to combat drunk driving, and racial profiling data collection.

Today, technology has a substantial and growing role to play in improving roadway safety with the long-term potential of removing the human factor from the crash equation altogether. There is a good deal of excitement over the potential of automation in vehicles to prevent crashes and save lives. Automated driving systems are capable of addressing the critical cause of over 90 percent of serious crashes: human choices and errors. Secretary Chao has made the review and improvement of the Federal Automated Vehicle Policy a top priority. The Secretary is focused on establishing a framework that supports innovation and the safe testing and deployment of automated driving systems.

Technology has the potential to greatly improve safety as well as the travel experience. However, technology is a double-edged sword. Over the long-term, it promises us an amazing future of safe and convenient mobility, but in the near-term, it poses an immediate threat from every other driver on the road who refuses to put down their phones. Sadly, too many of these drivers are young drivers whose inexperience magnifies the risk to themselves and to those around them.

NHTSA is always looking for creative ways to increase roadway safety and improve driver behavior. With your continued support, our safety campaigns such as 'Click It or Ticket,' 'Drive Sober or Get Pulled Over,' and 'U Text. U Drive. U Pay.' will encourage safe driving choices. These campaigns are changing driver behavior and attitudes for the better.

We also recognize that our mission requires teamwork across all levels of government, the industry and the public. That is why NHTSA, FHWA, and FMCSA joined to support the new Road to Zero Coalition. This Coalition has brought together over 300 organizations to find solutions that will drive motor vehicle deaths back down and create a vision for a future without traffic fatalities. The Road to Zero Coalition is supporting the development of innovative strategies to address the biggest safety challenges, such as impaired driving, speeding, infrastructure and distraction that link behavioral programs with roadway or vehicle objectives to create system-based solutions. The Coalition is also developing a vision describing how redoubled efforts to implement conventional safety measures, together with strategic deployment of new technologies, could drastically reduce traffic deaths. That report is expected to be released by next spring.

Federal Motor Carrier Safety Administration (FMCSA)

FMCSA's mission is to save lives by preventing crashes. As safety is our highest priority, we are deeply concerned by the increase in highway fatalities, including those involving commercial trucks and buses. We must be vigilant in using every tool we have to reduce the number of crashes. This includes 1) conducting data-driven safety compliance and enforcement activities, 2) leveraging safety technologies, 3) ensuring driver qualifications, and 4) expanding partnerships.

Data-Driven Safety Enforcement

Our agency has safety oversight of more than 500,000 motor carrier companies and 5 million active commercial driver's license holders operating across the nation. With limited enforcement resources, FMCSA and our State partners must use a data-driven approach to prioritize motor carriers for investigations and take necessary actions to ensure safe operations. Given the size of our Federal workforce and the very limited resources of our State enforcement partners relative to our regulated population, it is imperative that we apply our resources efficiently. The Agency, therefore, utilizes the Safety Measurement System (SMS), the Agency's algorithm, to identify noncompliant and unsafe companies to prioritize them for enforcement interventions. FMCSA continues to improve SMS to identify those motor carriers that pose the greatest risk to safety. Our responsiveness to industry, safety advocates, oversight agencies and Congress continually prompts new and revised policies, reports, and changes to the SMS.

On July 15, 2014, the Independent Review Team appointed by the Secretary of Transportation issued its report, "Blueprint for Safety Leadership: Aligning Enforcement and Risk¹" in response to National Transportation Safety Board recommendations H-13-039 and H-13-040. This report included recommendations for improving FMCSA's prioritization systems to identify high risk carriers, concentrating on the quality of FMCSA's compliance and enforcement activities.

¹ "Blueprint for Safety Leadership: Aligning Enforcement and Risk," Independent Review Team (July 15, 2014)

FMCSA took action, and on March 7, 2016², announced the adoption of a new High Risk carrier definition aimed at identifying a smaller number of carriers with a higher crash risk than the group of carriers identified under the previous High Risk definition. This new definition identifies the carriers with the worst compliance and safety records and allows FMCSA to promptly conduct investigations on these carriers that pose the greatest crash risk. These carriers identified using the new criteria have a crash rate 3½ times the national average. FMCSA investigates 98 percent of these high-risk carriers within three months of being identified by SMS and takes appropriate action to correct any identified violations. Using funding provided by Congress in the FY 2016 appropriations bill, FMCSA advanced the technology it uses to identify and monitor high risk carriers. New IT tools allow the Agency to monitor in real time the safety data of a large group of motor carriers, to quickly identify those carriers with poor trends in their operation so the Agency can quickly intervene.

In the FAST Act³, Congress directed the National Academy of Sciences (NAS) to study SMS. On June 27, 2017, NAS published its findings which recommended that FMCSA pursue an Item Response Theory (IRT) model over the next two years. FMCSA is now working with NAS, and will be engaging our stakeholders to implement an action plan that will address all of the NAS recommendations.

In response to the NTSB's recommendation to improve the quality of FMCSA's investigations, FMCSA instituted an Enhanced Investigation Training (EIT) program nationwide. The EIT program has seasoned investigators teach best practices to other federal and State investigators using case studies. In calendar year 2016, FMCSA and its State partners conducted 14,073 investigations⁴.

Post-accident reports (PAR) are one data source FMCSA relies on in its enforcement program. The FAST Act⁵ required the Agency to convene a working group to examine PAR for tow-away crashes involving commercial motor vehicles and identify best practices for PARs. FMCSA established the PAR Advisory Committee, which is composed of law enforcement members and other safety stakeholders.

Leveraging Safety Technologies

FMCSA encourages the use of crash avoidance technologies, such as automatic emergency brakes (AEBs), which have the potential to save lives and continues to explore opportunities for voluntary deployment of these safety technologies.

In addition to advanced driver assistance technologies, automated driving systems (ADS) hold the promise of harnessing innovations in technology to improve safety. FMCSA has brought together representatives from the trucking industry, state law enforcement, safety advocates, and technology companies for a series of public meetings and listening sessions to discuss the

² "Notification of Changes to the Definition of a High Risk Motor Carrier and Associated Investigation Procedures." March 7, 2016 (81 FR 11875).

³ Section 5221

⁴ Motor Carrier Safety Progress Report as of March 31, 2017 available at: <https://www.fmcsa.dot.gov/content/motor-carrier-safety-progress-report-march-31-2017>

⁵ Section 5306

oversight of commercial ADS. Last month, we tasked our Motor Carrier Safety Advisory Committee with reviewing ADS and issuing recommendations for what the Agency should consider with respect to granting waivers, exemptions, and initiating pilot programs that would allow for the safe introduction of these and other innovative technologies and operations. FMCSA's goal is to enable the safe operation of ADSs on the nation's transportation system to improve safety and prevent crashes.

MAP-21 included a provision mandating the use of electronic logging devices (ELD) for those CMV drivers who are required to keep a record of duty status under the HOS regulations. FMCSA is preparing to implement its final rule on ELDs this fall. The ELD rule requires CMV drivers who are now required to keep a record of duty status under the HOS regulations to maintain these records electronically. ELDs will automate HOS tracking, making it easier for drivers to log hours and more difficult to conceal violations of the hours-of-service rules by increasing efficiency for law enforcement personnel and safety inspectors. By improving HOS compliance, ELDs are projected to prevent approximately 1,400 crashes, 20 fatalities, and more than 400 injuries each year, with a net economic savings of close to \$450 million.

We continue to work closely with the industry and all our stakeholders to implement the ELD final rule. This year, we held roundtables on the technical specifications with vendors and service providers who are developing or selling devices that meet the rule's performance standards.

Additionally, we are holding events to reach out to carriers and drivers to assist them with ELD compliance by connecting them with resources and information to facilitate their transition from paper logs to electronic logs. The first deadline for compliance with the ELD rule required by the Moving Ahead for Progress in the 21st Century Act is approaching rapidly. In five months, in December 2017, handwritten logbooks will not be permitted. However, companies and drivers who use automatic on-board devices that comply with today's regulations will have until December 2019, another two years, to upgrade their systems to ELDs.

The ELD final rule does not change the existing hours of service regulations. Likewise, industries with existing exceptions from the hours of service rules do not have to comply with the ELD rule during exempt operations. This includes many in the farming and agricultural industries. FMCSA is working with the industry to ensure clarity and understanding as it relates to both the ELD and Hours of Service rules, and stands ready to provide any additional assistance that is necessary. We take seriously our responsibility to educate the public and the industry, and have an ongoing series of outreach initiatives to reach as many people as possible.

Ensuring Driver Qualifications

In order to have safe highways we must have safe drivers. To improve driver education, we published the Entry-Level Driver Training final rule⁶ last December. This was the product of a negotiated rulemaking in which our stakeholders worked side-by-side with us to formulate minimum training requirements for all new commercial drivers. As part of this rule, by 2020 FMCSA will establish a registry of training schools with appropriate curriculum standards for

⁶ The Final Rule also responds to a Congressional mandate imposed under the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) [Section 32304].

classroom and on-road training for truck, motorcoach, school bus, and other drivers who are subject to our regulations. We believe that the consensus standards of this rulemaking will go a long way to raising the bar for safety on our roadways, producing better trained and qualified CMV drivers.

To further prevent crashes, we must ensure that CDL holders are sober and drug-free. We published a Final rule on the Drug and Alcohol Clearinghouse (Clearinghouse) to implement the MAP-21 provision on this subject. The Clearinghouse requires truck and bus companies (and other entities responsible for managing DOT drug and alcohol testing programs) to report verified positive drug and alcohol test results, test refusals, negative return-to-duty test results and follow-up testing. This information would populate the Clearinghouse database with positive drug and alcohol test information on CDL holders. Once the Clearinghouse is fully implemented, employers would be required to conduct pre-employment searches in the repository as part of the hiring process for CDL drivers and annual searches on current employee drivers. The final rule goes into effect in 2020, and FMCSA is working to develop the system.

FMCSA's Medical Review Board (MRB) has examined the use of Schedule II narcotics, including opioids, by commercial motor vehicle operators. The MRB is an FMCSA advisory committee composed of five physicians. It has issued recommendations related to drivers' licit use of Schedule II narcotics, and developed a form to be used by treating clinicians to alert medical examiners on our national registry to possible adverse interactions for drivers using these substances.

It is imperative that a driver cannot operate a commercial motor vehicle unless he or she is medically certified as physically qualified to do so. On May 2014, FMCSA launched full implementation of the National Registry of Certified Medical Examiners (National Registry⁷). As mandated by SAFETEA-LU and MAP-21, the National Registry rule requires all Medical Examiners (ME) who conduct physical examinations and issue medical certifications for interstate CMV drivers to complete training on FMCSA's physical qualification standards, pass a certification test, and demonstrate competence through periodic training and testing. Currently, all CMV drivers who are required to possess a medical certificate must use MEs on the National Registry for their examinations.

As of July 2017, more than 54,700 medical professionals have registered with the National Registry and conducted more than 16.6 million examinations of commercial motor vehicle drivers. The National Registry has been a great success at raising the safety bar and insuring drivers meet medical standards. Drivers can now find MEs throughout the nation who can competently perform their medical examination. In addition, for the first time FMCSA can identify—and has worked with the Office of Inspector General to prosecute—fraudulent medical examiners who have affected thousands of commercial motor vehicle drivers.

Expanding Partnerships

FMCSA works side by side with our state and local law enforcement partners, the commercial motor vehicle industry, safety advocates, and Congress.

⁷ <https://nationalregistry.fmcsa.dot.gov/NRPublicUI/home.seam>

With more than 500,000 motor carrier companies under our jurisdiction, and fewer than 400 federal enforcement personnel, FMCSA relies on its critical partnerships with state and local law enforcement to keep our highways safe. Through our Motor Carrier Safety Assistance Program (MCSAP), more than 13,000 state and local law enforcement personnel become an extension of FMCSA by conducting inspections of commercial motor vehicles as well as motor carriers. In FY 2016, our MCSAP partners conducted 3,184,040 truck roadside inspections.⁸

The FAST Act provided FMCSA with the flexibility to streamline our grant programs so States can maximize their grant dollars and develop commercial motor vehicle programs specifically aligned their state's safety needs. In addition, FMCSA High Priority grant dollars enable States to develop innovative safety projects, such as the Tennessee Highway Patrol's "Teens and Trucks" simulator that uses technology to teach teenage drivers about commercial motor vehicle blind spots and how to safely navigate around large trucks and buses. The CMV Operator Safety Training grant program provides funding to facilitate the transition to civilian careers for military veterans who wish to obtain CDLs.

One of the messages that we have heard from our industry partners and safety advocates is the importance of teaching drivers like you and me how to safely share the road with commercial motor vehicles. As a result, FMCSA has recently announced its Our Roads, Our Safety campaign⁹. This collaboration with our stakeholders at the American Automobile Association, American Bus Association, and the American Trucking Associations, is a multi-media outreach and education program that teaches people how to drive, ride, and walk safely around commercial motor vehicles. Its current focus is on those states with the highest incidence of crashes and fatalities, to provide the opportunity to reach drivers where education and awareness can make the greatest difference.

CONCLUSION

Mr. Chairman, Ranking Member Norton, and Members of the Subcommittee, we must do more to make our roadways safe for the traveling public. Every FHWA, NHTSA, and FMCSA employee, our State partners, and our stakeholders share this solemn commitment to bringing these tragic numbers back down. Together, with your support, we can improve safety for all.

⁸ Motor Carrier Safety Progress Report as of March 31, 2017 available at: <https://www.fmcsa.dot.gov/content/motor-carrier-safety-progress-report-march-31-2017>

⁹ <https://www.fmcsa.dot.gov/ourroads>