

Reauthorization Themes

- Improve Flexibility and Efficiency to Enhance Performance
- Be More Methodical and Surgical in deploying the 3 E's
- Improve Accountability for all Links in the Safety Chain
- Stimulate Innovation by Government and Industry

"Top 12" Issues

1. Grant Flexibility

- With commercial motor vehicle (CMV) traffic projected to increase significantly over the next five to ten years, increases in education, compliance and enforcement efforts are needed to reduce crashes and fatalities from their existing levels and, overall funding levels and programmatic flexibility must be increased significantly for states to make the necessary level of effort to achieve reductions.

2. Streamline CRs and strengthen enforcement/ penalties

- Compliance Reviews should be streamlined and target specific issues or problem areas.
- Levy the maximum fines possible against operators with a second major violation.
- Strengthen statutory and regulatory provisions related to repeat offenders and carriers issued OOS orders
- Eliminate "Chameleon Carriers."
- Encourage policies to incent motor carriers to adopt best practices to enhance and promote a proper safety culture.

3. Safety Exemptions

- Uniformity of safety regulations is slowly eroding at both the federal (regulatory and statutory) and state levels.
- All interstate safety exemptions (regulatory or statutory) should be sunsetted on a date certain in the future with the requirement that they be re-applied for through the regulatory process specifically outlined in Section 31315 of the U.S. Code.
- FMCSA should, to the extent exemptions are warranted, establish a standard base-line exemption that would be applied nationally with respect to the particular industry seeking the exemption.



4. Inter/Intrastate reciprocity

- There needs to be clear statutory authority provided to both FMCSA personnel and their designated agents (i.e. states) that regardless of what agency they work for, as long as they meet the proper certification criteria they are able to conduct compliance assessments and can take enforcement actions (to include the assessment of federal level sanctions) on both inter and intrastate motor carriers, regardless of whether the infraction(s) occurred on an inter or intrastate trip.

5. Maintenance of Effort

- The current MOE is problematic because it is based upon the financial resources of a state versus the performance of that state relative to the execution of duties under the Motor Carrier Safety Assistance Program (MCSAP).
- If not dispensed with altogether, MOE should be reconfigured along functional and performance-based lines. It also should be returned to a fixed MOE period rather than a rolling one.

6. New Entrants

- The New Entrant program serves as a prevention strategy and therefore should be resourced accordingly.
- Retain 100 % funding for the states under this program to support the following activities:
 - Educational and outreach materials (pre, during and post audit);
 - Resources to support Safety Audits and follow up activities to address carriers “failing” the Safety Audit; and
 - Resources to support intra-state New Entrant Safety Audits.
- The new entrant program should pay for itself.
 - Carrier fronts cost for Safety Audit

7. One-Stop-Shop

- Establish web-based portal within FMCSA that combines the common data elements of:
 - Unified Carrier Registration System;
 - Obtain a federal U.S. DOT number by filing the MCS-150;
 - Obtain Operating Authority (as required);
 - Obtain a Hazardous Materials Safety Permit (as required);
 - Register under IFTA and IRP;
 - File proof of Licensing and Financial Responsibility (as required); and
 - The permitting program administered by the Alliance for Uniform Hazardous Materials Transportation Procedures.



8. Drug & Alcohol Testing

- Provide FMCSA authority to establish a national drug & alcohol testing clearinghouse as well as authority to close down fraudulent drug testing laboratories.
- This authority also needs to fund the development and deployment of the clearinghouse, with appropriate privacy safeguards for drivers, and strict access controls for authorized users.
 - Clearinghouse should consider the findings and recommendations of the March 2004 Report to Congress required by Section 226 of the Motor Carrier Safety Improvement Act of 1999.

9. Outreach

- Ensure that funding for education and outreach remains at 100% and make more funding available for state initiatives.

10. Bus and Motorcoach Safety

- 17 Point Policy position
 - Science-based regulations
 - Strengthen carrier vetting and requirements on new entrants and brokers
 - Require safety belts on motorcoaches and school buses
 - Require EOBRs
 - Strengthen MCSAP and increase resources
 - Occupant protection standards and Driver Assistance Systems
 - Driver Training and Licensing and State Vehicle Inspections
 - Incentives where appropriate
- 11 of 17 included in DOT Motorcoach Safety Action Plan

11. Onboard Safety Systems

- Support legislation that aims to significantly reduce commercial vehicle crashes and save lives. The Commercial Motor Vehicle Advanced Safety Technology Tax Act of 2009 (H.R. 2024 and S. 1582) provides tax credits to help facilitate the accelerated adoption of advanced safety systems for commercial vehicles.
 - Electronic brake stroke monitoring systems;
 - Vehicle stability systems;
 - Lane departure warning systems; and
 - Collision warning systems.

12. Truck Size & Weight

- CVSA does not support enacting any significant legislative or regulatory changes to truck size and weight until such time as we have a more uniform, methodical and science-based approach to evaluating the safety, infrastructure and environmental costs and benefits.
- Size & Weight enforcement (Labor) should be an eligible expense from federal aid funds.
- There needs to be a stronger federal role in facilitating a framework for research, policy and performance based regulations.
- CVSA supports recommendation in TRB Special Report No. 267 relating to the creation of a Commercial Traffic Effects Institute.
- IF a Pilot study, THEN...
 - 20 recommendations