

MEMORANDUM

Subject: Development of Fiscal Year 2027 Commercial Vehicle Safety Plans to Support National Safety Goals

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Acting Associate Administrator for Safety

To: MCSAP Lead Agencies, Regional Field Administrators, Field Administrators, Division Administrators, State Program Managers, and State Program Specialists

Date: April 8, 2026

Reply to Attn. of: MC-S

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Introduction

This memo provides important information for use by the Federal Motor Carrier Safety Administration's (FMCSA's) Motor Carrier Safety Assistance Program (MCSAP) lead agencies in the preparation of their Fiscal Year (FY) 2027 MCSAP Grant applications. Applications include submitting standard Federal grant forms through the Grants.gov website and the Commercial Vehicle Safety Plans (CVSPs) through the online CVSP Tool. Applicants should read this entire document carefully, as it contains information critical to completing the application process and the safety activities that should be reflected in the CVSPs.

Background

The goal of MCSAP, as provided in statute, is to ensure that the Secretary of Transportation, States, and U.S. Territories work in partnership to establish and maintain programs that improve motor carrier, commercial motor vehicle (CMV), and driver safety. MCSAP supports an efficient surface transportation system by:

1. Making targeted investments to promote safe CMV transportation, including the transportation of passengers and hazardous materials;
2. Investing in activities likely to generate maximum reductions in the number and severity of CMV crashes and in fatalities resulting from such crashes;
3. Adopting and enforcing effective and compatible (as defined in 49 CFR 350.105) motor carrier, CMV, and driver safety laws, regulations, standards, and orders; and
4. Assessing and improving Statewide performance of motor carrier, CMV, and driver safety by setting program goals and meeting performance standards, measures, and benchmarks (as defined in 49 CFR 350.201(b)).

MCSAP is governed by 49 U.S.C. §§ 31102 and 31104, as amended by the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (2021) (IIJA) § 23001(b), and 49 CFR part 350. The term "State" for the purposes of MCSAP, as defined in 49 U.S.C. § 31101(4) and 49 CFR 350.105, includes a State of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands.

MCSAP Funding Levels

The MCSAP funding for FY 2027 will be allocated per the funding formula as prescribed within the Infrastructure Investment and Jobs Act ("IIJA"), Pub. L. No. 117-58 (2021), § 23001(b) and outlined within

49 CFR 350.217. There will be no advanced appropriations (DIV-J) funding in FY 2027. FY 2027 is the first plan-year of a new surface transportation authorization period. If no new re-authorization is enacted for FY 2027, MCSAP funding will be held to the enacted baseline FY 2026 levels. Therefore, for FY 2027 planning purposes, FMCSA assumes the full authorized amount under contract authority (after accounting for 1.5% administrative takedown), which equals an estimated \$494,962,500 in the formula calculation.

Accordingly, estimated MCSAP funding levels for each State are provided in the CVSP Tool, for use when completing estimated budgets. Estimated funding totals can also be found in [Appendix A](#).

Please note that States are required to meet all eligibility and program requirements outlined in 49 U.S.C. § 31102 and 49 CFR part 350 to receive MCSAP funds.

Contents

Introduction.....	1
Background	1
MCSAP Funding Levels	1
Planning for FY 2027: MCSAP Funding Continues to Drive Transformative Change	5
FY 2027 MCSAP Program Information and National Emphasis Areas.....	5
MCSAP National Program Elements	5
NATIONAL SAFETY EMPHASIS – Reduce Fatal CMV Crashes	6
Driver and Vehicle Inspections	7
a. Effective, Purposeful, Quality Driver/Vehicle Inspections.....	7
b. Work Zone Safety	7
c. Human Trafficking	8
d. Criminal Interdiction.....	9
e. Enforcement of Out-of-Service Orders.....	9
f. Passenger Carrier Safety.....	11
g. English Language Proficiency (ELP).....	11
h. Accurate and Complete Documentation of Inspection-related Information.....	11
i. Prohibited Drivers: Disqualified, Downgraded, Improper Licensed, and Out-of-Service.....	12
j. Operating Authority.....	13
Traffic Enforcement.....	14
New Entrant Safety Audits and Motor Carrier Investigations.....	16
a. New Entrant Safety Audits.....	16
b. Motor Carrier Investigations	17
Hazardous Materials Safety.....	18
a. Driver and Vehicle Inspections	19
b. Traffic Enforcement.....	19
c. Compliance Review/Investigation	19
d. Hazardous Materials Safety Permits.....	19
e. Undeclared Hazardous Materials	20
f. Concentration on Hazardous Materials Motor Carriers in Intrastate Operations Having High HM Out-of-Service Rates or Crash BASIC in Alert Status	20
g. Cargo Tank Facility Reviews.....	20
h. Working with the States to Improve HM Safety.....	20
CMV Safety Programs Focusing on International Commerce in Border States.....	21
a. Motorcoach Inspections	21
b. Enforcement Activities	21

- c. CMV Safety Inspections 21
- Performance and Registration Information Systems Management (PRISM) and “Level-Up” Initiative 21
- Innovative Technology Deployment (ITD) 23
- Data Collection and Quality 23
- Public Education and Awareness 25
- Additional Initiatives to Highlight in Your CVSP as Applicable 25
- a. Support Enforcement Through Advanced Technology 25
- b. Rural Transportation Networks 26
- c. Truck Parking..... 26
- d. Crash Causal Factors Program 26
- Take Action Summary 27
- State Training Plans..... 30
- Civil Rights and Title VI..... 30
- FY 2027 Application and CVSP Information 31
- Grants.gov 31
- CVSP Tool 31
- CVSP Tool Access and Training 31
- Grant Reporting and Other Requirements..... 32
- Public Posting of CVSPs..... 32
- Contacts and Resources 32
- Appendix A: Estimated FY 2027 MCSAP Funding Table 34
- Appendix B: MCSAP Grant Required Documents Checklist 36

Planning for FY 2027: MCSAP Funding Continues to Drive Transformative Change

This fiscal year, we are going to “Focus on Fundamentals” as we leverage MCSAP funding. This provides opportunities for FMCSA and our State partners to renew our commitment to our core focus areas as we continue to bring new and exciting ideas toward achieving our shared goal of reducing crashes, injuries, and fatalities involving large trucks and buses. These ideas may include enabling technologies, data systems, research, and enhancing workforce capabilities to directly impact the safety of people using our transportation systems.

MCSAP funding provides both an opportunity and an obligation to ensure that FMCSA and the States are doing everything we can to improve roadway safety. FY 2027 MCSAP Program Information and National Emphasis Areas

All CVSP submissions will continue to be considered based on the MCSAP National Program Elements established in 49 CFR [350.203](#) and listed below.

MCSAP National Program Elements

- Driver inspections;
- Vehicle inspections;
- Traffic enforcement;
- Investigations;
- New entrant safety audits;
- CMV safety programs focusing on international commerce in border States;
- Full participation in Performance and Registration Information Systems Management (PRISM) or an acceptable alternative as determined by the Administrator;
- Accurate, complete, timely, and corrected data;
- Public education and awareness; and
- Other elements as prescribed by the Administrator.

Each year, within these National Program Elements, FMCSA identifies national priorities, known as emphasis areas, based on emerging or continuing issues. FMCSA evaluates CVSPs in consideration of these emphasis areas.

Below is a summary of the emphasis areas for FY 2027 CVSPs; areas that merit special attention for this fiscal year are identified with a checkmark icon (☑).

NATIONAL SAFETY EMPHASIS – Reduce Fatal CMV Crashes

In support of the Agency’s mission and the intent of MCSAP, reducing the number of CMV fatal crashes (particularly those involving vehicles in excess of 10,000 lbs. engaged in interstate commerce) will remain one of FMCSA’s highest priorities and a national emphasis area for FY 2027. While CMV crashes continue to be a serious safety challenge, strides have been made to reduce crashes. Nationally, the overall number of crashes, the number of fatal crashes, and the number of injury crashes have all declined since 2021.

NATIONAL: SUMMARY					
Summary	CY 2021	CY 2022	CY 2023	CY 2024	CY 2025
Number of vehicles involved in fatal & non-fatal crashes	197,924	199,361	187,270	184,487	169,684
# in fatal crashes	5,974	6,144	5,681	4,964	4,183
# in non-fatal crashes	191,950	193,217	181,589	179,523	165,501
Number of fatal & non-fatal crashes	184,373	184,992	174,549	172,215	157,614
# of fatal crashes	5,364	5,513	5,085	4,425	3,728
# of non-fatal crashes	179,009	179,479	169,464	167,790	153,886
Number of fatalities as a result of a crash	6,031	6,189	5,646	4,948	4,145
Number of injuries as a result of a crash	91,601	89,869	88,848	88,228	82,442

Table 1 Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 01/30/2026.

FMCSA encourages States to build on the recent gains in crash reduction, by continuing to purposefully apply the MCSAP National Program Elements.

For FY 2027, States included in the top 10 fatal crash list below must clearly indicate in their CVSP what they are doing to reduce fatal crashes, including identifying high crash corridors, establishing actionable goals, and outlining plans to monitor and update those goals as necessary.

Top 10 States having Fatal Crashes Involving a Large Truck and/or Bus					
State	2021	2022	2023	2024	% Change From 2023-2024
Texas	774	769	724	664	-8.3
California	471	481	390	365	-6.4
Florida	357	340	366	270	-26.2
Georgia	215	234	184	172	-6.5
Tennessee	188	154	148	154	4.1
North Carolina	148	150	143	142	-0.7
Ohio	174	203	158	138	-12.7
Pennsylvania	158	171	156	136	-12.8
Missouri	121	127	115	134	17.4
Illinois	148	218	174	133	-23.6
Top 10 States	2,754	2,847	2,558	2,308	-9.7
Total for all States + DC	5,364	5,513	5,078	4,958	-2.4

Table 2 Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 12/26/2025. MCMIS data are considered preliminary for 22 months to allow for changes.

FMCSA is encouraging all MCSAP participants to review their jurisdiction's crash statistics and engage in high-visibility efforts to combat the large number of CMV crashes and fatalities. MCSAP lead agencies should partner, where appropriate, with other State agencies, local safety departments, and educational research institutions to address CMV crashes. If the MCSAP lead agency is engaging in partnership efforts with other State or local agencies or educational research institutions, ensure this engagement is accurately reflected within your CVSP.

Reducing fatal CMV crashes can, and should, be addressed in multiple ways. Below are several emphasis areas States may consider incorporating into their CSVPs to achieve this goal.

Driver and Vehicle Inspections

Inspections of CMVs remain a core component of MCSAP and provide invaluable data on motor carrier and driver safety performance. While the overall number of crashes has shown a slight decline, the number of driver/vehicle inspections has generally remained constant. To maintain gains in crash reduction, lead agencies need to maintain an effective and balanced inspection program as part of their MCSAP activities.

Specific areas of enforcement within driver and vehicle inspections include:

a. Effective, Purposeful, Quality Driver/Vehicle Inspections SPECIAL EMPHASIS

The North American Standard (NAS) driver/vehicle inspection is the backbone of MCSAP. Overwhelmingly, the majority of human, material, and technology resources funded under MCSAP goes towards supporting that activity. The Federal Motor Carrier Safety Regulations (FMCSRs), and the derivative NAS Out-of-Service (OOS) Criteria were developed to address conditions and conduct which have been identified as creating crash risk, and are wholly dependent on the driver/vehicle inspections to have their intended impact on motor carrier safety. Beyond addressing the unsafe condition of a driver/vehicle at the roadside, these inspections factor into a much larger interconnecting network of CMV safety interests and stakeholders, ranging from motor carrier investigations to motor carrier safety ratings and even data that influences policy and legislative decision making.

As such, it is critical that driver/vehicle inspections are *effective*, in that they work towards accomplishing their intended objective of reducing the risk of CMV-related crashes through standardized and meaningful application of the FMCSRs and NAS OOS Criteria. Additionally, inspections should be *purposeful*, in that they advance an overall CMV safety focus by prioritizing drivers/vehicles operating in an unsafe condition, motor carriers with poor safety ratings, and unrated motor carriers who have not yet benefited from the feedback which inspections provide. Finally, all driver/vehicle inspections should be of *high quality*. They should follow the standardized processes; reflect thorough, accurate documentation; and adhere to the principles of legal sufficiency and absence of bias.

The roadside inspector is the key player in the CMV safety network. It quite literally begins with them, as the driver/vehicle they select for inspection, the observations they make, the procedures they follow, and the documentation they preserve are all of critical importance to the work being done by the other network stakeholders.

b. Work Zone Safety SPECIAL EMPHASIS

CMV crashes in construction work zones are a major safety focus for FMCSA. Narrow lanes, shifting traffic patterns, sudden stops, and other factors present in these areas pose special challenges to large trucks and buses, which continue to be overrepresented in fatal and serious injury crashes in roadway construction and work zones. According to the National Highway Traffic Safety Administration (NHTSA) crash statistics, more than 30% of work zone fatal crashes in 2022 involved at least one large truck.

CMV-Involved Fatal Work Zone Crashes and Percent Involvement in All Fatal Work Zone Crashes, 2013-2022

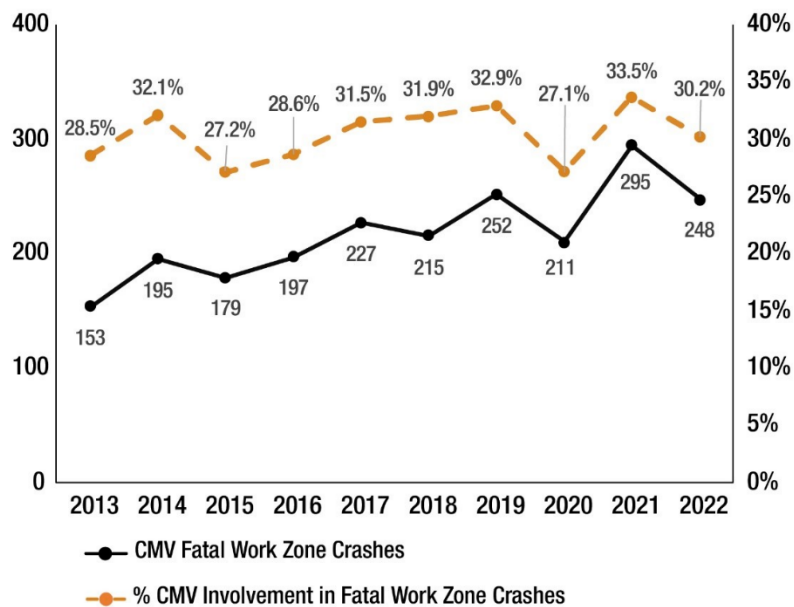


Figure 1 Source: National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System [FARS]

FMCSA strongly encourages States to place special emphasis on work zone crashes by targeting unsafe CMVs, with or without an inspection. Additionally, provided the MCSAP eligibility requirements are met, States may also target non-CMV traffic which is operating unsafely in the immediate vicinity of CMVs. These activities should incorporate appropriate enforcement efforts within work zones and the congested areas immediately before and after these areas. States should clearly identify the locations of such activities in their CVSP and include updates on efforts and progress in quarterly reports. Additionally, it is critical that activities taken in support of this effort are conducted in a manner which protect the safety of drivers and enforcement personnel ([49 CFR 350.207\(a\)\(18\)](#)).

Visit [Commercial Motor Vehicle \(CMV\) Safety in Work Zones - FHWA Work Zone \(dot.gov\)](#) for more information.

c. Human Trafficking SPECIAL EMPHASIS

Human trafficking continues to be a significant public safety issue across the United States. The DOT has for years actively campaigned to increase the recognition, detection, reporting, and prevention of human trafficking, and it encourages its State, Local, and Tribal partners to address this issue. MCSAP activities, such as Driver/Vehicle Inspections and Traffic Enforcement provide an opportunity to directly engage in critical areas of public safety, including human

trafficking and human smuggling, while outreach and even investigations and new entrant activities provide opportunities to increase awareness.

MCSAP lead agencies should actively coordinate with other enforcement agencies and stakeholders on their efforts to combat human trafficking and human smuggling. These efforts are MCSAP-eligible as long as they are paired with an appropriate NAS inspection, or as otherwise permitted in the MCSAP Comprehensive Policy. MCSAP lead agencies should specifically identify any planned activities that are associated with these efforts in their CVSP and provide updates on those activities in their quarterly reports.

For more information on DOT's efforts relating to preventing human trafficking, please visit: [Stop Human Trafficking | US Department of Transportation](#).

d. Criminal Interdiction

Per [49 CFR 350.207\(a\)\(20\)](#), States must address activities related to removing impaired CMV drivers and, in conjunction with an appropriate inspection, criminal interdiction. Broadly speaking, this can be taken as an expectation that States ensure their personnel can identify and initiate an appropriate response to situations where a CMV is being used to further criminal activities. While States have correctly identified such criminal activities as to include driving under the influence of drugs or alcohol and drug/human trafficking, they may not have recognized how it also extends to CMV-related cargo theft and fraud. Cargo theft is a growing concern for the U.S. transportation system, costing the economy billions annually. These crimes involve opportunistic "straight thefts" of trailers, containers, and loads at truck stops or multimodal distribution hubs and highly coordinated operations conducted by organized criminal networks. Both categories create significant economic losses, disrupt supply chains, and, in some cases, fund broader illicit activities such as narcotics trafficking, counterfeiting, and human smuggling.

Enhancing the ability to identify and initiate an appropriate response to CMV-related impaired driving, drug/human trafficking, cargo theft, and fraud is an important additive to the driver/vehicle inspection safety objective. FMCSA encourages lead agencies to help ensure their personnel have the knowledge and ability to look beyond 'just a safety inspection,' and see the signs that a CMV is being used in criminal activities. MCSAP lead agencies should actively coordinate with FMCSA's National Training Center (NTC), as well as other enforcement agencies and stakeholders in their criminal interdiction efforts, as allowed under MCSAP participation requirements.

e. Enforcement of Out-of-Service Orders SPECIAL EMPHASIS

Carriers that knowingly operate in violation of an Out-of-Service (OOS) Order are ignoring safety regulations and consciously disregarding the law. Specifically, the importance of immobilizing carriers that are OOS due to a declaration of **Imminent Hazard** or determined to be **Unsatisfactory/Unfit** to operate cannot be overstated. These carriers pose an immediate danger to the safety of the traveling public. This issue is of such importance that significant effort has been devoted to helping enforcement personnel identify motor carriers operating under an OOS order in real-time. Resources such as SafeSpect not only allow inspectors to identify OOS motor carriers and other operating authority issues, but also identify drivers and vehicles that are continuing to operate in an OOS condition based upon previous inspections.

The table below summarizes national performance metrics for the detection of OOS carriers during roadside inspections for the period of FYs 2024 through 2026 (YTD). FY 2026 YTD includes data from October 01, 2025, through December 30, 2025.

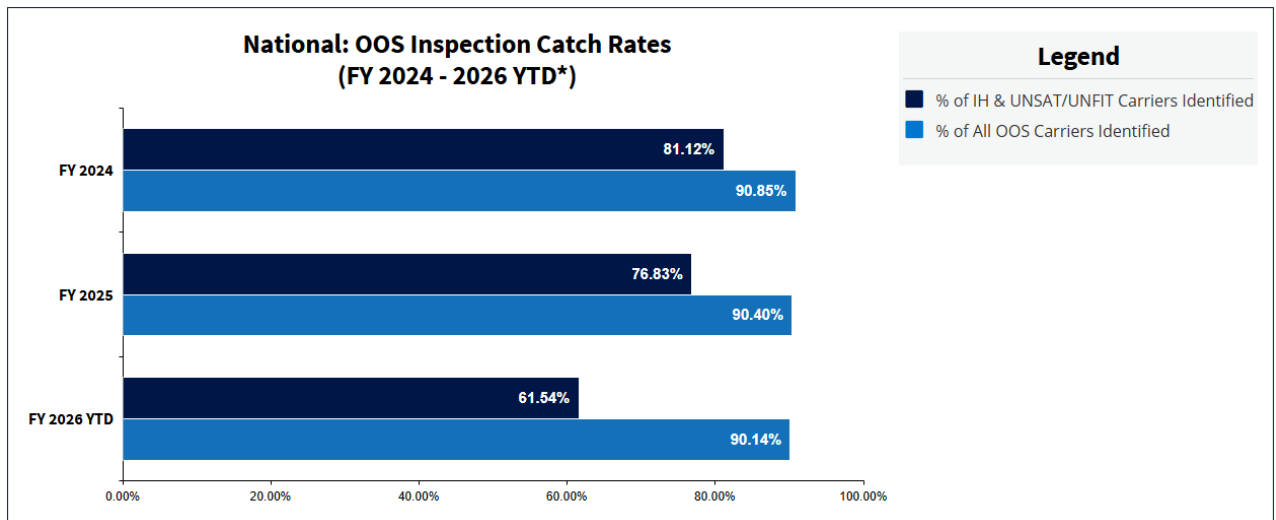


Figure 2 Source: FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 01/30/2026. The data presented above are accurate as of this date but are subject to update as new or additional information may be reported to MCMIS following this date. *FY 2026 YTD includes data from October 01, 2025 through December 30, 2025.

For FY 2027, FMCSA requires all States to strengthen their ability to identify and immobilize OOS carriers during enforcement activities. Checking a carrier’s U.S. DOT Number or other identifiable information to verify operational status is a critical component of all enforcement activities and is required by 49 CFR [350.207\(a\)\(27\)](#) relating to the identification and immobilization of carriers operating under an OOS order.

FMCSA requires that States properly identify carriers operating in violation of a Federal OOS Order and place the vehicle out of service. The goal is **100%** of OOS carriers with any OOS order, and especially any **Imminent Hazard or Unsatisfactory/Unfit order**, are identified and placed out of operation.

States that do not meet the 100% Imminent Hazard or Unsatisfactory/Unfit identification rate for OOS carriers inspected in the previous fiscal year must explain in the CVSP how they implemented or will implement policies and procedures to (1) utilize appropriate technology to better identify OOS carriers, and (2) conduct quality assurance oversight to ensure that inspectors are using proper procedures to identify these high-risk carriers and preventing them from continued operations.

Each State can obtain a report indicating its Imminent Hazard and Unsatisfactory/Unfit OOS Order identification rate. This report will be the basis for a State’s planning in this national priority area. To find this report:

1. Visit and log in to the [FMCSA Portal](#). You must have an FMCSA Portal account with the Enforcement role.
2. Under Available FMCSA Systems, select “A&I” and click the “Go” button. This will take you to [A&I online - Motor Carrier Analysis and Information Resources Online \(dot.gov\)](#) as a logged in user.

3. Navigate to Grants > Activity Dashboard.
4. Select “OOS Report” from the “Select Report” dropdown menu and click View. You can read the report within A&I, or download your report as a PDF or Excel spreadsheet.

f. Passenger Carrier Safety

Passenger carrier CMV safety and enforcement remains a major FMCSA safety focus. The transportation of passengers inherently carries with it an increased risk of multiple injuries. In accordance with [49 USC 31102\(c\)\(2\)\(W\)](#), States may conduct inspections on passenger-carrying CMVs and drivers if the activity is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where a motor carrier may make a planned stop (excluding a weigh station). These planned stops may include carrier-designated pickup locations that are not at traditional bus depots or generally associated with passenger waiting (curbside, shopping centers, etc.). Additionally, States may conduct inspections en route for an imminent or obvious safety hazard. It is important to note that the restrictions set forth in [49 USC 31102\(c\)\(2\)\(W\)](#) only relate to inspections and not to taking non-inspection traffic enforcement.

More information regarding the requirements for inspections of passenger carrying CMVs can be found in the MCSAP Comprehensive Policy section titled “State Conducted Inspections of Passenger Carrying CMVs.”

g. English Language Proficiency (ELP)

Under 49 CFR [391.11\(b\)\(2\)](#), a person is qualified to drive a CMV in interstate commerce if they can read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records. Pursuant to the regulation, a driver that cannot read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records is not qualified to operate a CMV in interstate commerce. CMV inspectors should be aware of the [Updated Internal Agency Enforcement Policy - English Language Proficiency](#) for the driver qualification standard in 49 CFR 391.11(b)(2). If the inspector cites the driver for a violation of 49 CFR 391.11(b)(2), the inspector must document all evidence to support the identified violation including the driver’s responses or lack thereof. Additionally, in keeping with the importance of nationwide uniform enforcement, inspectors are also expected to immediately place the driver out-of-service in accordance with the NAS OOS criteria.

h. Accurate and Complete Documentation of Inspection-related Information

Accurate and complete information/documentation is critical to the collective CMV safety effort that is MCSAP. Through standardized procedures and reporting, driver/vehicle inspections not only have an impact at the roadside or the inspection facility, they are the primary data and information source for an interconnected CMV safety effort which extends beyond borders. As such, it is important that State inspectors have the tools, training, and understanding to not only properly identify the various components, such as logs, licensing, registrations, bills of lading, and true and accurate origins/destinations, which establish whether a driver/vehicle is subject to and in compliance with the safety regulations, but also to ensure such information is documented and retained in a manner sufficient to support further investigations/reviews which may later be deemed necessary. Additionally, doing so will help ensure that all enforcement

actions satisfy the principles of due process, remain lawful and reasonable, and are conducted in a manner that is fair and free of bias.

In addition, providing accurate and complete information related to drivers operating in the United States on Mexican or Canadian licenses is essential to ensuring highway safety and providing complete information related to licensing reciprocity between the three nations. Inspectors should emphasize accurate documentation of driver licensing information when inspecting an individual licensed by Mexico or Canada. For example: ensuring that the full name indicated on the license is accurately reflected in the inspection report (noting any deviations in the inspector notes), checking the foreign license in the Commercial Driver's License Information System (CDLIS) in addition to other local systems, and indicating anything unusual in the inspector notes. Further, the inspector should place specific emphasis on ensuring true and accurate origins and destinations for load in the inspection report.

i. Prohibited Drivers: Disqualified, Downgraded, Improper Licensed, and Out-of-Service

Instances of CMV drivers operating while disqualified, lacking an appropriate license classification/endorsement, or while declared OOS due to an inspection present an increased safety risk to themselves and the motoring public, for precisely the reasons which placed them in such a condition in the first place.

- As set forth in [49 CFR 383.51](#), commercial driver's license (CDL) holders who are disqualified are prohibited from driving a CMV, and employers must not knowingly allow, require, permit, or authorize them to do so. Such disqualifications are applied by the licensing agency following the conviction for a range of major offenses and serious traffic violations.
- The requirement for States to downgrade CDLs of drivers in a "prohibited" Drug and Alcohol Clearinghouse (DACH) status rests on the simple but safety-critical premise that drivers cannot lawfully operate a CMV because they engaged in prohibited use of drugs or alcohol, or they refused a drug or alcohol test, and have not completed the DOT-required return-to-duty process.
- Drivers of CMVs who operate without the required license or endorsement are acting unlawfully and lack the enhanced knowledge, skills, and abilities gained through the licensing process. Furthermore, operating without a CDL bypasses critical safety safeguards, including disqualifications and downgrades resulting from certain convictions and the Drug and Alcohol Clearinghouse (DACH) prohibitions. Once placed OOS according to the NAS OOS Criteria, any driver who resumes driving, before that OOS condition is resolved, persists in an activity which is so unsafe it was determined the only acceptable action was for them to immediately cease operating.

The key to each of these is enforcement. By ensuring inspectors use resources such as SafeSpect and CDLIS, States are better positioned to identify drivers which are operating under a DACH prohibition, in a declared OOS condition, or are otherwise disqualified. By ensuring enforcement personnel better understand when a CDL is required, States are better able to address the issue of drivers operating CMVs without a required CDL, which is particularly common in "hot shot" operations. By gathering and then sharing meaningful information on the instances of prohibited, disqualified, downgraded, improper licensed, and OOS, they can help other stakeholders address the motor carriers which knowingly allow, require, permit, or authorize drivers to do so.

j. Operating Authority

The prohibition on Mexico-domiciled motor carriers from engaging in U.S. point-to-point (domestic) transportation, a practice known as cabotage, was established in the North American Free Trade Agreement (NAFTA). Under NAFTA Annex 1, page I-U-20, a Mexico-domiciled motor carrier may not engage in cabotage, including express delivery services, within the United States for goods other than international cargo. This restriction was incorporated in the FMCSRs governing applications for operating authority.

Inspectors who encounter a CMV displaying a U.S. DOT number ending in “Z” that is operating outside of a commercial zone (as defined in 49 CFR [372.237 – 372.247](#)) should ensure that the carrier is compliant with the requirement of 49 CFR [390.21](#) regarding valid lease agreements and CMV markings. If not, the inspector should cite the carrier for violation of § [392.9a\(a\)\(2\)](#).

Inspectors who encounter a CMV displaying a U.S. DOT number ending in “X” that is operating outside of a commercial zone (as defined in 49 CFR [372.237 – 372.247](#)) should determine the origin and destination of the load. If the manifested load is a domestic point-to-point shipment, after ensuring the vehicle is not using a lease agreement to a U.S.-domiciled carrier (in compliance with 49 CFR [390.21](#)), cite the carrier for violation of § [392.9a\(a\)\(2\)](#).

To help combat cabotage, States should ensure their inspectors are trained to recognize and correctly cite the violation. Additionally, FMCSA requests States work with their FMCSA Division Office to share information and cooperate in multi-agency operations empaneled to address the issue.

TAKE ACTION: Driver and Vehicle Inspections

Inspections play a critical role in addressing driver, vehicle, and public safety. Lead agencies need to maintain an effective and balanced inspection program as part of their MCSAP activities.

TAKE ACTION:

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Identify and incorporate measures to ensure effective, purposeful, quality driver/vehicle inspections.
- Produce a plan to reduce the number of serious CMV crashes, especially those in and around work zones, by 15%.
- Establish routine strike forces or other appropriate enforcement tactics to identify and address criminal activities involving CMV operations. Such criminal activities include driving under the influence of drugs or alcohol, cargo theft/fraud, human trafficking, human smuggling, and drug interdiction in conjunction with CMV inspections.
- Provide refresher training to MCSAP personnel on human trafficking and drug interdiction/detection.
- Create targeted outreach and education campaigns promoting work zone safety and awareness of high crash areas.
- Produce a plan on how to advise the general public on ways to report suspected incidents of human trafficking/smuggling involving commercial vehicles.
- Ensure their inspectors are trained to recognize and correctly cite the violation relating to operating authority and cabotage.
- Identify and place out of operation 100% of OOS carriers with an Imminent Hazard or Unsatisfactory/Unfit order.

Traffic Enforcement

Many preventable crashes result from illegal or unsafe driver behavior, such as speeding, distracted driving, driving under the influence of drugs or alcohol, or following too closely. State inspection programs and highly visible traffic enforcement activities, especially in areas identified as high-risk crash corridors, have proven to have a positive impact on the safe operation of CMVs, as well as compliance with core safety programs for both motor carriers and drivers.

Traffic enforcement activities may encompass CMVs (including vehicles operating in foreign commerce) or non-CMV, and are eligible under the MCSAP Grant, if approved in the applicable grant agreement. Activities may include:

- CMV traffic enforcement associated with an inspection;
- CMV traffic enforcement without an accompanying inspection resulting from an observed unsafe driver behavior; and
- Non-CMV traffic enforcement to promote the safe operation in and around CMVs.

To be eligible for reimbursement of non-CMV traffic enforcement activities, the State must maintain the number of motor carrier safety activities at a level at least equal to the average level of such activities in FYs 2014 and 2015 (not to be confused with a State's Maintenance of Effort requirement). FMCSA has calculated these activities by utilizing the volume of CMV safety inspections (including border inspections), New Entrant Safety Audits, Carrier Investigations, and CMV Non-Inspection Traffic Enforcement conducted during this period. This information will be included in the CVSP Tool.

As required under 49 U.S.C. § [31102\(h\)](#), documented and reported traffic enforcement of non-CMVs operating unsafely around CMVs is subject to the 10% statutory limit of MCSAP formula funding, unless otherwise justified and approved. States that wish to spend more than 10% of their MCSAP funding on non-CMV traffic enforcement must provide additional justification to support this request within their CVSP for review and approval by FMCSA.

Please note that while there is a 10% funding limit on traffic enforcement of *non-CMVs* operating unsafely around CMVs (absent an approved exception), **there is no statutory funding limitation on CMV traffic enforcement, with or without an inspection.** Therefore, FMCSA challenges MCSAP lead agencies to both encourage CMV Non-Inspection traffic enforcement, and to also establish a process to capture the related safety data.

As a reminder, States must provide specific data in their quarterly performance reports detailing traffic enforcement activities not associated with a CMV inspection. This allows FMCSA to strengthen traffic enforcement programs nationwide and enables better tracking of grant fund expenditures, as well as more accurate and efficient reporting to Congress on traffic enforcement activities. Please refer to the MCSAP Comprehensive Policy for details on reporting requirements.

MCSAP lead agencies are strongly encouraged to outline in the traffic enforcement section of their CVSP how they will use data to tailor strategies to address driver behavior. The most recent national data indicates that the overall roadside "catch rate" for drivers prohibited from operating under FMCSA's CDL DACH regulations is slightly over 60%. The average catch rate for motor carriers operating in violation of an OOS order is around 80%. Since CMV traffic enforcement is not tied to inspection requirements or subject to funding limits, it can be quickly expanded and utilized as a force multiplier –

for instance, by allowing non-inspection personnel to participate. This expanded enforcement is an effective means to increase these rates and identify and remove more of these drivers from operation.

Within the traffic enforcement section of the CVSP, MCSAP lead agencies will continue to identify the forms of traffic enforcement they will be implementing (CMV with inspection, CMV without inspection, etc.), as well as describe the efforts they will take to address driver behaviors relating to:

- Excessive speed;
- Work zone safety;
- Impaired driving;
- Distracted driving – cell phone usage and texting;
- Occupant/driver restraint;
- Driver fatigue;
- Prohibited operation – DACH and Federal OOS violations; and
- Other areas, including days and times, as identified by the State.

TAKE ACTION: Traffic Enforcement

Traffic enforcement efforts impact the safe operation of CMVs, as well as compliance with core safety programs for both motor carriers and drivers. MCSAP lead agencies should detail in the CVSPs how they will tackle the actions below.

TAKE ACTION:

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Increase CMV traffic enforcement efforts combined with an inspection by at least 10%.
- Increase the percentage of DACH prohibited drivers identified at roadside by 15% (to meet or exceed the national goal of 85% detection by FY 2027).
- Increase the percentage of OOS carriers identified and detained by 10% (to meet the national goal of 100% detection by FY 2027).
- Increase the use of high-visibility traffic enforcement, with or without an inspection, to reduce crashes in high-crash corridors.
- Support motor carrier safe driver initiatives.
- Identify when, where, and what traffic enforcement priorities to address.
- Maximize all available resources by encouraging/empowering CMV traffic enforcement, with or without an inspection.
- Remove barriers and increase confidence:
 - Training through the [ETS grant](#) and other resources
 - [Truck and Bus Traffic Enforcement | FMCSA \(dot.gov\)](#)
 - [Drug Evaluation and Classification Program, Advanced Roadside Impaired Driving Enforcement Resources | NHTSA](#)
 - [High Visibility Enforcement \(HVE\) Toolkit | NHTSA](#)
 - Anti-masking efforts
 - FMCSA Division, Service Center, and Program Office support

New Entrant Safety Audits and Motor Carrier Investigations

a. New Entrant Safety Audits

New motor carriers seeking to operate in interstate commerce are subject to a New Entrant Safety Audit as defined under 49 CFR part 385, [subpart D](#). FMCSA continues to experience increasing numbers of new motor carrier registrations. Expanding the number of New Entrant Safety Audits and carrier investigations reduces the number of unsafe carriers and drivers operating on the Nation's roadways. These audits provide educational and technical assistance on safety and the operational requirements of the FMCSRs and Federal Hazardous Materials Regulations (HMRs), as applicable. In addition, these safety audits gather critical safety data needed to assess the carrier's safety performance and basic safety management controls.

New Entrant Safety Audits may be conducted using various methods, which include but are not limited to:

- The new entrant's principal place of business;
- An agreed-upon location;
- Group safety audits; and
- Offsite, provided that program requirements are met.

As a requirement for participation in MCSAP, States must have a robust interstate New Entrant Safety Audit program that allows them to meet the requirements for completion of safety audits and to address and to prevent overdue audits. Intrastate New Entrant Safety Audits are an eligible MCSAP expense at the State's discretion; however, States must prioritize interstate new entrant inventory to prevent overdue interstate safety audits. The optional intrastate safety audit program must not have a detrimental impact on the MCSAP-required interstate safety audit program.

Territories, including Puerto Rico, are exempt from the New Entrant Safety Audit requirements.

A State may authorize a third party, by sub-award or contract, to conduct safety audits on its behalf provided the State verifies and oversees the quality of the work conducted. The State will remain solely responsible for the management and oversight of all New Entrant Program activities.

Despite the MCSAP requirement, the backlog of new entrant carriers awaiting safety audits has increased dramatically over the past two years. At the same time, new entrant carriers continue to be overrepresented in crashes and have higher crash rates overall if one or more of the Behavior Analysis and Safety Improvement Categories (BASICS) have a high percentile.

In addition to safety-based Interventions at the carrier level, New Entrant Safety Audits provide an opportunity for States to identify potential issues with CMV operators, such as

incomplete/improper Hours of Service (HOS) compliance, proper licensure, and operational status via the DACH.

MCSAP lead agencies should continue to ensure that adequate resources are being allocated for interstate New Entrant Safety Audits. FMCSA will assess the degree of resources allocated for this task, in comparison to the State’s new entrant and new entrant overdue inventory, when reviewing the CVSP.

b. Motor Carrier Investigations SPECIAL EMPHASIS

Investigations are on- or off-site examinations of a motor carrier’s operation to determine whether it is compliant with the FMCSRs (or State laws and regulations compatible with the FMCSRs) and the Federal HMRs. An investigation may be initiated based on compliance issues with the company’s safety management controls, complaints against the carrier, or in instances where a carrier poses an imminent threat to public safety.

Eligible investigation activities include the examination of a motor carrier’s transportation and safety records, training requirements, controlled substance and alcohol program, CDL records, financial responsibility (insurance), HOS, and inspection and maintenance programs.

In addition to New Entrant Safety Audits, MCSAP lead agencies are strongly encouraged to utilize grant funding to increase the number of carrier investigations conducted within their jurisdiction. While several MCSAP participants engage in interstate or intrastate investigations, a large number of risk-based carriers in need of intervention continue to be identified each year.

FMCSA has identified approximately 73,000 carriers (including new entrants) classified under its risk-based criteria as candidates for potential investigation. The most recent Safety Measurement System (SMS) effectiveness report provided critical information emphasizing the high crash risk posed by these carriers. For example, the High-Risk carriers have a crash rate of 16.44 crashes per 100 Power Units (PUs), which is more than three times the national average of 4.44 over the same timeframe. Please see the table below for additional information on the high crash threat posed by these carriers.

Prioritized Carrier Risk Category and Crash Rates			
Prioritized Carrier Risk Category	Highest Risk Category for Prioritized Carriers Over Past 12 Months* (Jul. 2024 – Jun. 2025)	Crash Rate (Crashes per 100 PUs) for 24 Months (Jul. 2023 – Jun. 2025)	Percent Increase in Crash Rate Compared to National Average (4.44)**
High-Risk	3,475	16.44	270%
Moderate Risk (ALL)	15,258	9.96	124%
Moderate-Risk 1	2,889	13.04	194%
Moderate Risk 2	12,369	8.96	102%
Risk (ALL)	54,025	5.58	26%
Risk 1	43,119	6.90	55%
Risk 2	2,104	2.57	-42%

Risk 3	8,802	3.25	-27%
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*Carriers were counted once based on the highest risk category they achieved during this 12-month period.

**The national crash rate over the two-year period of July 2023-June 2025 is 4.44.

Table 3 Source: For Prioritized Carriers: Motor Carrier Management Information System (MCMIS) snapshots: July 2024 through June 2025; Crashes: MCMIS snapshot September 2025.

For investigations, lead agencies are strongly encouraged to dedicate resources to address risk-based carrier compliance reviews/investigations within their FY 2027 CVSP. This includes utilizing MCSAP funds to increase the number of trained and certified investigation personnel.

Enforcement actions resulting from a New Entrant Safety Audit and Compliance Review/ Investigation must satisfy the principles of due process, remain lawful and reasonable and be conducted in a manner that is fair and free of bias. Enforcement actions must also meet FMCSA’s legal sufficiency policy requirements that require evidence to support each element of each violation tied to an enforcement action. Furthermore, enforcement actions will be reviewed by FMCSA for legal sufficiency under the applicable statutes, regulations, judicial decisions, and appropriate authorities to ensure the evidence supports the assertion of a violation before an enforcement action is initiated. State Partners should work closely with their FMCSA Division Office to make sure they have the most current information, procedures, and technical guidance.

TAKE ACTION: New Entrant Safety Audits and Motor Carrier Investigations

Expanding the number of New Entrant Safety Audits and carrier investigations reduces the number of unsafe carriers and drivers operating on the Nation’s roadways.

TAKE ACTION:

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Decrease the number of new entrant carriers inventory by 15% to aid in the removal of at-risk companies from operation.
- Develop and implement a plan to reduce all overdue New Entrant Safety Audits within their jurisdiction to zero.
- Increase the number of interstate carrier investigations by 20%.
- Dedicate, or expand, the number of State personnel conducting investigations.

Hazardous Materials Safety

According to the latest statistics from the Pipeline and Hazardous Materials Safety Administration (PHMSA), there are over 1.2 million hazardous materials (HM) shipments introduced into transportation every day, which translates into 1.6 billion tons of HM transported annually across all modes. With the volume of HM moved, and over 146,000 HM motor carriers registered with FMCSA, the possibility of HM incidents occurring is of major concern, especially considering that transportation by highway mode accounts for the most incidents reported each year.

The transportation of HM elevates the risks of CMV operations due to the nature of the commodities transported. This inherent risk increases the chance of fatalities, injuries, and extensive property damage when an HM crash or incident occurs. Driver, vehicle, and motor carrier management initiatives remain central to the underlying causes of crashes; however, crashes coupled with the

transportation of HM increase risk exponentially and severely decrease survivability. FMCSA's revised National HM Program Plan uses HM safety data to identify specific HM priorities and risks that should be focused on to reduce crashes, injuries, and fatalities on the Nation's highways.

Implementing the following strategies will mitigate the risks associated with the transportation of hazardous materials.

a. Driver and Vehicle Inspections

In recent years, there has been a downward trend in the number of HM inspections. FMCSA requests that States continue to emphasize HM inspections within their overall State safety program, with focused enforcement of HM driver and vehicle regulations. Moreover, States should increase HM inspections in corridors where data indicates high concentrations of HM transportation, crashes, or incidents. Emphasis should be placed on compliance and enforcement plans that incorporate recurring roadside enforcement in specific areas of concentration to improve HM driver and vehicle compliance with the HMRs and FMCSRs.

b. Traffic Enforcement

Either alone or in combination, speed and distracted driving can have deadly consequences. The presence of HM adds to the severity of crashes and complicates the emergency response. Therefore, FMCSA requests that States increase traffic enforcement activities that focus on these behaviors exhibited by drivers transporting placarded amounts of HM. Through stepped-up traffic enforcement, States can decrease crashes and incidents, especially those involving HM, which will result in fewer deaths and injuries, and less property damage associated with HM transportation.

c. Compliance Review/Investigation

The FMCSA National HM Program Plan seeks to emphasize focused enforcement plans that incorporate recurring roadside and onsite enforcement in areas of concentration for the specific purpose of improving compliance with the HMRs. The Plan calls out a specific area of emphasis, titled "MCSAP HM Engagement." FMCSA's HM Division will work with the State Programs Division, Service Centers, and Division Offices to seek an increase of HM inspections and investigations where HM data indicates a high concentration of HM movements and high HM crashes and incident corridors.

d. Hazardous Materials Safety Permits

Fewer than 1,000 interstate and intrastate HM motor carriers in the United States hold Hazardous Materials Safety Permits (HMSP). These motor carriers, identified in 49 CFR [385.403](#), must observe a higher safety standard due to the types and quantities of HM transported. FMCSA requests that States emphasize proper identification and oversight of HMSP carriers, especially those that are identified as intrastate, during inspections and investigations.

To qualify for MCSAP funds, each State must "cooperate in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable." (See 49 CFR [350.207\(a\)\(28\)](#)). FMCSA requests that State personnel who are trained and certified to conduct intrastate HM investigations perform investigations of HM motor carriers identified as either holding or needing to hold an HMSP. Both interstate and intrastate HM motor carriers pose the same risks when transporting the types and quantities of HM requiring an HMSP.

e. Undeclared Hazardous Materials

Transportation of undeclared HM by highway poses a threat to the public, enforcement personnel, emergency responders, and the environment. Therefore, during roadside inspections, inspectors should pay particular attention to the possible presence of undeclared HM. When found, FMCSA further requests that States report such incidents to FMCSA by emailing FMCSA.UndeclaredHM@dot.gov. Once received, FMCSA will coordinate with PHMSA to further investigate and educate the shipper of the undeclared HM.

f. Concentration on Hazardous Materials Motor Carriers in Intrastate Operations Having High HM Out-of-Service Rates or Crash BASIC in Alert Status

FMCSA's HM Program Plan section titled "Intrastate HM Motor Carriers" has identified another specific area of emphasis that will help mitigate the increase in crashes and incidents. There exists the possibility of intrastate operations transporting HM that contribute to high HM OOS rates and increased risks associated with the transportation of HM within respective States. Where data signifies or supports HM OOS rates higher than 10%, FMCSA requests that States concentrate resources and perform HM investigations and HM roadside inspections of intrastate HM motor carriers. The HM OOS rate information is available in the [ACE - Activity Center for Enforcement \(dot.gov\)](#) (login required).

g. Cargo Tank Facility Reviews

Cargo tank facilities (CTF) are entities that manufacture, repair, and inspect specification cargo tanks and cargo tanks built and operated under PHMSA Special Permits. Presently, approximately 3,500 fixed and mobile facilities are registered with FMCSA and less than 100 per year are reviewed. Oversight of these facilities is necessary to ensure that cargo tanks are built to the required specifications, repaired correctly, and maintained according to the requirements in 49 CFR part 180. Therefore, FMCSA requests that States train MCSAP inspectors with the intent of gaining certification to conduct cargo tank facility reviews (CTFRs).

h. Working with the States to Improve HM Safety

FMCSA's HM Division and its associated HM Technical Expertise and Advisory Members (HM TEAM) are committed to HM's safe and secure transportation. Regardless of whether the HM transportation is in interstate or intrastate commerce, FMCSA reserves the right to work with the States to provide support relative to HM transportation and assist States in emphasizing and increasing HM compliance activities to improve the State's overall safety program.

TAKE ACTION: Hazardous Materials Safety

Increase the number of HM safety activities and inspectors certified to conduct HM inspections and CTFRs to lower crash rates and mitigate the risks associated with the transportation of HM.

TAKE ACTION:

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Increase HM inspections:
 - At entry points into the United States from Mexico to ensure compliance with HMRs.
 - Where HM data indicates a high concentration of HM movements.
 - In high HM crashes and incident corridors.

- Increase traffic enforcement activities that focus on speed and distracted driving exhibited by drivers transporting placardable amounts of HM.
- Encourage trained and certified personnel to conduct intrastate HM investigations of HM motor carriers identified as either holding or needing to hold an HMSP.
- Ensure roadside inspectors pay attention to the possible presence of undeclared HM.
- Where data shows HM OOS rates higher than 10%, perform HM investigations and HM roadside inspections of intrastate HM motor carriers.
- Encourage MCSAP inspectors to complete training and certification needed to conduct CFRs.

CMV Safety Programs Focusing on International Commerce in Border States

As outlined in 49 U.S.C. § [31102\(c\)\(2\)\(AA\)](#), if a State shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce (i.e., transporting cargo or passengers whose origin or destination is to or from a foreign country) that includes enforcement or related projects. Note that although Border Enforcement activities are optional for qualifying States, Border Enforcement activities must be cited and included in the State's CVSP, or funding calculated within the MCSAP allocation formula for border-related activities will be forfeited. Any forfeited funds will then be redistributed among Border Enforcement eligible-MCSAP participants (excluding the States that forfeited the border enforcement funds).

Possible Border Enforcement activity goals include:

a. Motorcoach Inspections

Increase the number of inspections of motorcoaches engaged in international commerce. FMCSA encourages States to examine their data on international motorcoach activity and use such data to establish reasonable goals that will result in an increase of international motorcoach-focused activities. In the application, States must substantiate the goals set and provide supporting data for the goal(s).

b. Enforcement Activities

Conduct enforcement activities (i.e., inspections and traffic enforcement) on CMVs engaged in international commerce within corridors where the data indicates (the data analysis to support corridor selection must be included in the CVSP) that there are a high number of crashes involving commercial vehicles engaged in international commerce.

c. CMV Safety Inspections

Improve the capability to conduct CMV safety inspections at sites at or near the Canadian and Mexican borders (particularly remotely located sites). If included, the application should provide data-driven support for how non-fixed location inspections will increase the likelihood of reducing crashes, injuries, and fatalities involving CMVs engaged in international commerce. If border enforcement activities are conducted at locations that are a significant distance from the international border, justification must be included in the CVSP providing information such as the volume of CMVs involved in international commerce at that location, crash rates involving CMVs operating in international commerce, etc.

Performance and Registration Information Systems Management (PRISM) and "Level-Up" Initiative

SPECIAL EMPHASIS

The PRISM program is a key component in CMV safety to advance FMCSA's mission to reduce the number of CMV crashes, injuries, and fatalities in a rapidly expanding interstate motor carrier population. PRISM is a Federal-State partnership that links carrier safety fitness to vehicle registrations to ensure that OOS motor carriers do not continue to operate. PRISM plays a key role in an overall "layers of safety" approach augmenting FMCSA's enforcement actions with actions taken by State partners, thus holding the industry accountable for safety.

As established in 49 CFR [350.207\(a\)\(27\)](#) and the 2015 FAST Act, States must fully participate (Full Participation) in PRISM (or an FMCSA-approved alternative approach) to remain eligible for MCSAP funding.

More information on the PRISM participation requirements may be found in the MCSAP Comprehensive Policy, section 4.3.1 at: [Motor Carrier Safety Assistance Program-Grant Comprehensive Policy | FMCSA](#).

MCSAP lead agencies are expected to use MCSAP funds to achieve and maintain compliance with the requirements for all levels of PRISM participation for their State. If the PRISM program in your jurisdiction is administered by an entity other than the MCSAP lead agency, the MCSAP lead agency remains responsible for ensuring the State's compliance with PRISM requirements. MCSAP lead agencies may issue sub-awards for PRISM-related costs to an appropriate State entity in their jurisdiction responsible for the operation of their State's PRISM program.

More information on PRISM participation and PRISM levels may be found on the PRISM Data and Activity Safety Hub (DASH) website at: <https://ai.fmcsa.dot.gov/PRISM/home/index>.

FMCSA recognizes the safety benefits that result from leveling up to Enhanced Participation and Expanded PRISM. These advanced levels of PRISM participation enhance safeguards that keep motor carriers from concealing their Federal OOS order or registering under a different company name (reincarnated carriers).

To Level Up to **Enhanced PRISM**, States:

- Implement State legislation, administrative, or regulatory authority to deny registration for reincarnated carriers;
- Create investigative procedures for reincarnated carriers; and
- Deny, suspend, and immobilize reincarnated carriers.

To Level Up to **Expanded PRISM**, States:

- Implement State legislation, administrative, or regulatory authority to deny registration for non-IRP (International Registration Plan) interstate lower-weighted vehicles of gross vehicle weight (GVW) between 10,001-26,000 lbs.;
- Deny, suspend, and immobilize Federal OOS non-IRP interstate lower weighted vehicles of GVW between 10,001–26,000 lbs.;
- Implement Full PRISM requirements (1-6) in the State baseplate registration system (GVW 10,001 lbs. and above); and
- Expand State IT systems to capture non-IRP interstate lower-weighted vehicles of GVW between 10,001-26,000 lbs.

Twenty-five percent of large trucks involved in crashes are vehicles with GVW between 10,001 – 26,000 lbs. Expanded PRISM works to reach those lower-weighted interstate CMVs. States are allowed and encouraged to use MCSAP Grant funding to Level Up from Full to Enhanced or Enhanced to Expanded PRISM. These funds can also be used for the continued maintenance of a State’s PRISM process, regardless of level.

TAKE ACTION: PRISM and “Level-Up” Initiative

Advanced levels of PRISM participation enhance safeguards that keep motor carriers from concealing their Federal OOS order or registering under a different company name (reincarnated carriers). Lead agencies can use MCSAP funds to Level Up or maintain their PRISM process.

TAKE ACTION:

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Level Up from Full to Enhanced or Enhanced to Expanded PRISM.

Innovative Technology Deployment (ITD)

State partners may use MCSAP funding for ongoing operations and maintenance (O&M) of deployed ITD projects. Lead agencies may also issue sub-awards for ITD-related costs to the appropriate agency(ies) in their jurisdiction responsible for the O&M of their ITD components.

Please note that if a MCSAP lead agency has not budgeted for O&M costs within their multi-year CVSP and is denied ITD O&M funds under a discretionary High Priority financial assistance application, FMCSA will only consider amendments to the year of obligation’s MCSAP budget for ITD O&M funding in exceptional circumstances and when legally permissible.

MCSAP recipients are strongly encouraged to read the relevant sections in the MCSAP Comprehensive Policy regarding MCSAP and HP-ITD cost and activity eligibility to ensure compliance with grant requirements.

Data Collection and Quality SPECIAL EMPHASIS

As outlined in 49 U.S.C. § [31102\(c\)\(2\)\(P\)](#), and pursuant to MCSAP Grant conditions, States must establish and dedicate sufficient resources to a program to collect and report accurate, complete, and timely motor carrier safety data. FMCSA is responsible for regulating the safety of interstate truck and bus travel in the United States in partnership with States under the MCSAP. To fulfill this role, FMCSA uses data collected by States and other grant recipients to monitor compliance of motor carrier companies, prioritize carriers for intervention, measure the condition of vehicle fleets, track the driving records of licensed operators, and record crashes involving CMVs on public roadways. High-quality, accurate, and timely data in each of these areas is crucial to the mission of improving the safety of CMVs. FMCSA is committed to ensuring the integrity of State and Federally reported safety data in MCMIS and measures the accuracy, completeness, and timeliness of State-provided safety data through the State Safety Data Quality (SSDQ) Measures as found within the Data Quality section of FMCSA’s [Analysis and Information Online \(A&I\) website](#). While FMCSA maintains State safety data in MCMIS and uses and disseminates the data contained therein, each State’s MCSAP lead agency is responsible for all CMV crash and inspection data generated by its agency or sub-agencies.

[DataQs](#) is the national motor carrier safety data correction system prescribed by FMCSA ([49 CFR 350.207\(a\)\(12\)](#)). DataQs allows users to create and track a Request For Data Review (RDR) of Federal and State data issued by FMCSA believed to be incomplete or incorrect. It enables all users—motor carriers, drivers, and their representatives, as well as FMCSA and its State partners—to improve the accuracy of FMCSA’s data-driven safety systems that help prevent crashes, injuries, and fatalities related to CMVs. This includes FMCSA’s [Crash Preventability Determination Program \(CPDP\)](#), which provides for the review of crash details to determine if it was not preventable.

Participation in DataQs is a MCSAP requirement and, as with all other MCSAP requirements, is ultimately subject to the nonconformity provisions set forth in [49 CFR 350.231](#). The State MCSAP lead agency is responsible for managing their DataQs to ensure the timely, consistent, and accountable review and resolution of all RDRs or disputes pertaining to the collection and reporting of State-reported safety data.

To further ensure timely, consistent, and fair handling of RDRs, FMCSA has established revised DataQs requirements. Adherence to this updated process is a condition of MCSAP grant funding, and FMCSA will address noncompliance and evaluate performance measures through the annual MCSAP review process to ensure accountability. The State MCSAP lead agency is responsible for incorporating these updated DataQs requirements and procedures. Broadly, under the revised system, States must:

- **Develop an Implementation Plan:** Submit and maintain a DataQs Implementation Plan detailing how the agency will meet program objectives and address any RDR backlogs. Updates to this plan must be submitted as part of the annual CVSP process.
- **Establish a Multi-Stage Review Process:** Incorporate a structured, three-stage independent review process (Initial Review, Reconsideration, and Final Review) to ensure fair and unbiased evaluations of escalated RDRs.
- **Adhere to Timeliness and Documentation Standards:** Meet defined timeliness standards for each stage of the review process and provide detailed, documented justifications for any RDR closed without a data correction.

TAKE ACTION: Data Collection and Quality

TAKE ACTION:

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Evaluate their program to ensure they’ve established and dedicated sufficient resources to meet SSDQ and DataQ requirements.
- Actively participate in the training, webinars, office hours, and information gathering efforts to ensure full implementation of the updated DataQ requirements.
- **Develop and Submit a DataQs Implementation Plan:** State MCSAP Lead Agencies must draft and submit an implementation plan to FMCSA’s Data Quality Program for review and approval within 60 days of the Federal Register Notice publication, specifically outlining how the agency will fulfill the new multi-stage review requirements and address any existing RDR backlogs.
- Provide an overview of their DataQ structure and procedures within their CVSP.

Public Education and Awareness

FMCSA promotes a culture of safety through outreach and public education activities designed to increase awareness and improve the understanding of various CMV-related traffic safety topics. Public education is essential to changing social and cultural norms which perpetuate harmful practices.

Among FMCSA's national safety campaigns, Our Roads, Our Safety® is the largest and focuses on the responsibility of all road users, encouraging everyone to share the road safely with large trucks and buses. MCSAP lead agencies have the advantage of promoting FMCSA's national safety messages using an approach which resonates with local audiences. Additionally, MCSAP lead agencies have an opportunity to promote FMCSA safety campaign topics which align to State and local CMV-related safety priorities.

FMCSA encourages activities to heighten safety awareness among the motoring public, motor carriers, and drivers. Examples of outreach and education activities include presenting safety talks and safety demonstrations; promoting FMCSA national campaigns on social media, radio, billboards, gas station digital signage, and public service announcements (PSAs); and disseminating materials which highlight safe driving practices to various stakeholders. FMCSA encourages MCSAP lead agencies to work with Public Information Offices to explore opportunities which widen CMV-related safety outreach and education.

More information on FMCSA safety campaigns may be found at [All Our Roads, Our Safety® Campaigns | FMCSA \(dot.gov\)](#). This page contains outreach and education resources and toolkits which safety partners can use to promote specific CMV-related safety messages.

Additional Initiatives to Highlight in Your CVSP as Applicable

In addition to the emphasis areas identified above, all MCSAP lead agencies are strongly encouraged to identify in their CVSP how the issues below can be addressed, as applicable:

a. Support Enforcement Through Advanced Technology

CMV safety and enforcement efforts can be enhanced by the integration of advanced technologies which enable real-time compliance checks, reducing roadside inspection times, and focusing on high-risk carriers. Such technologies include enhanced or automated screening (weigh-in-motion, cameras), AI-powered monitoring, and data exchange software. Agencies should prioritize the integration of advanced technology and software to modernize CMV enforcement. By leveraging data-driven tools, personnel can more accurately identify high-risk carriers and drivers, ensuring that interventions are targeted where they are needed most. Furthermore, implementing enhanced or automated screening software facilitates unbiased, random vehicle selection and serves as a vital force multiplier – expanding the reach of enforcement efforts to detect complex violations across vehicles, carriers, and operators more efficiently. For technology initiatives which fall outside of the scope of MCSAP and HP-CMV, States are encouraged to consider HP-ITD grant opportunities.

b. Rural Transportation Networks

The Department of Transportation established the Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative to address disparities in rural transportation. In support of this initiative, FMCSA instructs applicants to describe how activities proposed in their CVSP would address the unique challenges facing rural transportation safety as it relates to CMVs. MCSAP participants that will be engaging in CMV safety efforts in rural areas should clearly indicate this activity within their CVSP and include specific objectives and outcomes. Additional information on this initiative can be found at [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\) | FMCSA](#) and [ROUTES | US Department of Transportation](#).

c. Truck Parking SPECIAL EMPHASIS

Truck parking is a safety issue, both for truck drivers and all other road users. Industry associations cite that 98% of CMV drivers report problems finding safe parking, costing drivers more than 56 minutes of daily drive-time to find parking. That wasted time is estimated to cause a \$5,500 loss in annual compensation – roughly a 12% pay cut. The shortage of truck parking costs time and money – not to mention making our roads less safe and weakening our supply chains. In support of this initiative, FMCSA encourages MCSAP lead agencies to become familiar with their State Freight Plan (SFP) and develop a strategy to support the Federal Highway Administration in its jurisdiction, State agencies, and other stakeholders with addressing the truck parking shortage. As a reminder, MCSAP funds may not be used to build, create, or reserve space for truck parking, but Congress did authorize funds for that purpose as part of the National Highway Freight Program (NHFP). For more information on this topic, MCSAP lead agencies are encouraged to discuss with their State’s transportation agency and visit [State Freight Plans and Guidance | US Department of Transportation](#) and [National Highway Freight Program - FAST Act Fact Sheets - FHWA | Federal Highway Administration](#).

d. Crash Causal Factors Program

The Crash Causal Factors Program (CCFP) was established to carry out a comprehensive study to identify factors contributing to crashes involving a CMV. Current data collections tend to focus on the survivability of crashes, but the CCFP will provide critical insights into causal factors contributing to these crashes, thereby enabling stakeholders to identify and develop appropriate countermeasures to reduce the occurrence of crashes involving CMVs. While FMCSA currently merges and analyzes available datasets to gain a more complete picture of crashes, no existing dataset adequately captures all important causal factors. The CCFP will fill this gap, and is a detailed crash data collection and analysis effort intended to:

1. Identify the key factors that contribute to crashes involving CMVs;
2. Inform countermeasures to prevent these crashes; and
3. Establish a foundation for continued data collection, sharing, and analysis.

The CCFP will leverage existing State and local jurisdiction data collection efforts and strengthen partnerships with external stakeholders such as the Commercial Vehicle Safety Alliance (CVSA). These partnerships will help FMCSA and the States further technology transfer; modernize existing systems, investigations, and enforcement processes; standardize data collection forms; and build upon best practices to improve and advance State and local jurisdiction data collection efforts on crashes involving CMVs.

Through the CCFP, FMCSA will execute a multiphase study of CMV crash causal factors. Phase 1, the Heavy-Duty Truck Study, focuses on fatal crashes involving Class 7/8 trucks from a statistically representative sample of crashes in selected States. Future phases will target different vehicle types (such as medium-duty trucks) or crash severities (such as serious injury crashes).

As the CCFP further develops, MCSAP recipients are encouraged to participate in the program and its data collection efforts. Planned activities could include crash data collection, post-crash inspections, post-crash investigations, or reconstruction analysis. In addition to data collection, funding could be utilized to transfer or import the requisite data to the FMCSA systems currently in development.

As data collection and reporting will be a critical aspect of the study, FMCSA is encouraging States to add a CMV Data Analyst role or support to their program. This could be done through direct hiring or through other means, such as a third-party contractor or an educational institution transportation research center. Whoever provides this support would be responsible for gathering, interpreting, and transmitting the State data to FMCSA in a standard format. They could also aid the State by interpreting and analyzing crash causal factors data to help improve CVSP preparation and target crash reduction activities.

Accurate data collection and reporting is critical to building an effective crash reduction plan. To assist with this, FMCSA will be offering training for the data analysts (or individual(s) responsible for crash data entry). This training will be delivered in two parts: one session will be virtual, and the second session will be conducted in-person. Travel for the in-person session will be held during FY 2027.

Accurate post-crash inspection activities can assist advanced crash investigations to determine causal factors and reporting. States may consider funding travel for personnel to attend a Post-Crash Inspection training course. The agency will be partnering with CVSA to provide Post-Crash Inspection courses during FY 2027 (October – December 2026).

Additional crash investigation and reconstruction activities, along with the required equipment needed can be purchased subject to the MCSAP Comprehensive Policy and cost principles as defined in 2 CFR part 200, [subpart E](#).

For more information about the CCFP, visit [Crash Causal Factors Program \(CCFP\) | FMCSA](#).

Take Action Summary

Below is a summary of the “Take Action” steps identified in the sections above.

MCSAP lead agencies may consider using this as a checklist as they develop their CVSP. While these are not required, FMCSA strongly encourages States to consider implementing them as part of their comprehensive approach to improving CMV safety.

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to do the following.

Driver and Vehicle Inspections

- Identify and incorporate measures to ensure effective, purposeful, quality driver/vehicle inspections.
- Produce a plan to reduce the number of serious CMV crashes, especially those in and around work zones, by 15%.
- Establish routine strike forces or other appropriate enforcement tactics to identify and address criminal activities involving CMV operations. Such criminal activities include driving under the influence of drugs or alcohol, cargo theft/fraud, human trafficking, human smuggling, and drug interdiction in conjunction with CMV inspections.
- Provide refresher training to MCSAP personnel on human trafficking and drug interdiction/detection.
- Create targeted outreach and education campaigns promoting work zone safety and awareness of high crash areas.
- Produce a plan on how to advise the general public on ways to report suspected incidents of human trafficking/smuggling involving commercial vehicles.
- Ensure their inspectors are trained to recognize and correctly cite the violation relating to operating authority and cabotage.
- Identify and place out of operation 100% of OOS carriers with an Imminent Hazard or Unsatisfactory/Unfit order.

Traffic Enforcement

- Increase CMV traffic enforcement efforts combined with an inspection by at least 10%.
- Increase the percentage of DACH prohibited drivers identified at roadside by 15% (to meet or exceed the national goal of 85% detection by FY 2027).
- Increase the percentage of OOS carriers identified and detained by 10% (to meet the national goal of 100% detection by FY 2027).
- Increase the use of high-visibility traffic enforcement, with or without an inspection, to reduce crashes in high-crash corridors.
- Support motor carrier safe driver initiatives.
- Identify when, where, and what traffic enforcement priorities to address.
- Maximize all available resources by encouraging/empowering CMV traffic enforcement, with or without an inspection.
- Remove barriers and increase confidence:
 - Training through the [ETS grant](#) and other resources
 - [Truck and Bus Traffic Enforcement | FMCSA \(dot.gov\)](#)
 - [Drug Evaluation and Classification Program, Advanced Roadside Impaired Driving Enforcement Resources | NHTSA](#)
 - [High Visibility Enforcement \(HVE\) Toolkit | NHTSA](#)
 - Anti-masking efforts
- FMCSA Division, Service Center, and Program Office support

New Entrant Safety Audits and Motor Carrier Investigations

- Decrease the number of new entrant carriers inventory by 15% to aid in the removal of at-risk companies from operation.
- Develop and implement a plan to reduce all overdue New Entrant Safety Audits within their jurisdiction to zero.
- Increase the number of interstate carrier investigations by 20%.
- Dedicate, or expand, the number of State personnel conducting investigations.

Hazardous Materials Safety

- Increase HM inspections:
 - At entry points into the United States from Mexico to ensure compliance with HMRs.
 - Where HM data indicates a high concentration of HM movements.
 - In high HM crashes and incident corridors.
- Increase traffic enforcement activities that focus on speed and distracted driving exhibited by drivers transporting placardable amounts of HM.
- Encourage trained and certified personnel to conduct intrastate HM investigations of HM motor carriers identified as either holding or needing to hold an HMSP.
- Ensure roadside inspectors pay attention to the possible presence of undeclared HM.
- Where data shows HM OOS rates higher than 10%, perform HM investigations and HM roadside inspections of intrastate HM motor carriers.
- Encourage MCSAP inspectors to complete training and certification needed to conduct CTRFs.

PRISM and “Level Up” Initiative

- Level Up from Full to Enhanced or Enhanced to Expanded PRISM.

Data Collection and Quality

During the period of their multi-year CVSP, FMCSA calls on MCSAP lead agencies to:

- Evaluate their program to ensure they’ve established and dedicated sufficient resources to meet SSDQ and DataQ requirements.
- Actively participate in the training, webinars, office hours, and information gathering efforts to ensure full implementation of the updated DataQ requirements.
- Develop and Submit a DataQs Implementation Plan: State MCSAP Lead Agencies must draft and submit an implementation plan to FMCSA’s Data Quality Program for review and approval within 60 days of the Federal Register Notice publication, specifically outlining how the agency will fulfill the new multi-stage review requirements and address any existing RDR backlogs.
- Provide an overview of their DataQ structure and procedures within their CVSP..

State Training Plans

State MCSAP partners are encouraged to submit a plan of their anticipated FY 2027 training needs directly to the FMCSA National Training Center (NTC). This will allow the NTC to coordinate FY 2027 training needs with the recipient(s) of the High Priority Enforcement Training and Support (HP-ETS) Grant award. This will also allow the NTC and the training grant recipient(s) to better align the prioritization and scheduling of training courses, assignment of instructors, procurement of instructional materials, and to ensure the needs of State partners are met.

States are encouraged to email their annual training plan to the NTC at ntc-state-programs@dot.gov by August 21, 2026.

Civil Rights and Title VI

As a condition of a grant award, grant recipients must demonstrate that the recipient is in compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR part 21) (including any amendments thereto), the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act, and all other civil rights requirements and accompanying regulations. This demonstration may include a current Title VI Program Plan and a Community Participation Plan (alternatively called a Public Participation Plan) or confirmation that these documents have previously been submitted to DOT; and a description of how the recipient has and will ensure its infrastructure, facilities, and activities for which it has ADA responsibility, are accessible and nondiscriminatory to people with disabilities.

In addition, pursuant to Section (3)(b)(iv)(A), Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, the recipient must agree that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

As a condition of award, pursuant to Section (3)(b)(iv)(B), Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, by entering into a grant or cooperative agreement, the recipient must certify that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

DOT and the applicable Operating Administration's Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements. Recipients are encouraged to demonstrate efforts to create an equal employment opportunity in the workplace.

FY 2027 Application and CVSP Information

Submitting a MCSAP Grant application is a two-step process, using both Grants.gov and the CVSP Tool. All MCSAP Grant application materials are due to the Agency by August 1, 2026.

Please see [Appendix B: MCSAP Grant Required Documents Checklist](#) for a checklist which will assist States in determining what forms must be submitted in Grants.gov and what must be included in the CVSP Tool.

Please note that FMCSA may not make a Federal award to a State MCSAP lead agency until the lead agency has submitted grant application materials to both Grants.gov and the CVSP Tool.

Grants.gov

Grants.gov is the Federal system for searching and applying for all Federal financial assistance. FMCSA uses Grants.gov for accepting specific Federal forms required for application under the MCSAP Grant. FMCSA does not own or maintain Grants.gov; thus, any technical issues must be directed to Grants.gov.

- Grants.gov technical support information is located at: [Support | Grants.gov](#)
- Training on how to apply in the Grants.gov system is available at: [How to Apply for Grants | Grants.gov](#)

Applicants must complete registration in the System for Award Management (SAM.gov) (which includes completing the Financial Assistance General Certifications and Representations section in SAM.gov) and obtain a valid Unique Entity Identifier (UEI) number before submitting an application in Grants.gov. Both a valid SAM.gov registration and UEI number are required to complete the MCSAP application components in Grants.gov.

CVSP Tool

The CVSP is submitted separately via the Electronic Commercial Vehicle Safety Plan (CVSP) Tool. A complete and accepted CVSP is required for MCSAP funding eligibility. FMCSA updates CVSP Tool each fiscal year. The FY 2027 update is currently scheduled for release on or about June 1, 2026. The State Programs Division will inform registered CVSP Tool users when the system is updated and they may begin working on their FY 2027 CVSP.

Applicants who, for good cause, cannot submit their applications by the August 1 deadline may request an extension in writing (i.e., email) of no more than 30 calendar days from the FMCSA Division Administrator with a copy provided to the State Programs Division at StatePrograms@dot.gov and the FMCSA Grants Management email box at FMCSA_GrantMgmtHelpDesk@dot.gov. Such a request should also reference the need to extend the deadline for both the CVSP Tool and for Grants.gov.

CVSP Tool Access and Training

The CVSP Tool is located at [MCSAP Hub Login](#), with access restricted to registered users. FMCSA works directly with each State/Territory to develop the list of users that require access to the CVSP Tool.

Technical support for the CVSP Tool is available by calling 877-688-2984, option 3.

CVSP Tool training will be provided during the 2026 MCSAP Planning Meeting and ITD-PRISM Workshop, to be held on April 28-30, 2026.

Please note that FMCSA may not make a Federal award to a State MCSAP lead agency until the lead agency has complied with all Grants.gov application and CVSP requirements.

Grant Reporting and Other Requirements

The grant terms and conditions outline the reporting requirements that the recipient must meet after award. Reporting responsibilities include quarterly program performance reports using the Performance Progress Report (SF-PPR) and quarterly financial status reports using the Federal Financial Report (SF-FFR, also known as the SF-425). Recipients shall submit SF-FFR and SF-PPR reports electronically through [Grantsolutions](#). Contact the primary or secondary point of contact listed in the overview of the funding notification for additional information. Quarterly interim reports are due no later than 30 days after the end of each reporting period. Final reports are due no later than 120 days after the project or grant period end date.

FMCSA will begin the transition to post-award amendment request submission via GrantSolutions during FY 2027. More information on the requirements and process for the submission of these documents through this method will be provided prior to implementation. Until this process is initiated, recipients should continue to submit post-award amendment requests via their current process. Additional information can be found at [A&I online - Grants](#).

Reimbursement requests (SF-270s) are also part of the reporting process, providing FMCSA another opportunity to determine the status of the project.

Grantees are required to establish reporting requirements in accordance with [2 CFR part 170](#) for information on sub-awards and executive total compensation, as required by the Federal Funding Accountability and Transparency Act of 2006 (Pub. L. 109-282), as amended by section 6202 of Public Law 110-252.

FMCSA will notify recipients of grant approval by issuing a Notice of Grant Award via [GrantSolutions](#), FMCSA's grant management system. States will need to ensure that they have access to this system for the FY 2027 MCSAP Grant.

All FMCSA grant programs are cost-reimbursable, and all recipients must submit vouchers for reimbursement on at least a quarterly basis as required by the FAST Act. Reimbursement means that grant-funded entities must first expend their own money for activities identified in the grant application. Entities will then be reimbursed by FMCSA for actual costs incurred. This request must include a Request for Advance or Reimbursement (SF-270), a detailed expenditures worksheet outlining how the funds were utilized including supporting documentation. All costs must be in line with the approved budget, Office of Management and Budget cost principles, and FMCSA policies. Recipients must submit requests for reimbursement electronically through the Delphi eInvoicing System. Additional information is available at [ESC: Delphi eInvoicing System - Home](#).

Public Posting of CVSPs

FMCSA is required to post copies of the approved FY 2027 CVSPs for each State on a website accessible to the public. States will have the option to redact safety-sensitive information prior to the Plan being posted. Further guidance on this process will be provided following the issuance of the final grant award for FY 2027.

Contacts and Resources

The MCSAP Grant Program is managed by the FMCSA Associate Administrator for Safety.

However, for more information related to this announcement or application submission, the State MCSAP lead agency may contact:

- The [FMCSA Division Office in its State](#);
- The FMCSA Grants Management Help Desk at (202) 366-0621 or via email at FMCSA_GrantMgmtHelpDesk@dot.gov; or
- The State Programs Division at (202) 366-6274 or via email at StatePrograms@dot.gov.

Appendix A: Estimated FY 2027 MCSAP Funding Table

State	Total Federal Grant (95%) - Rounded	Estimated State Match (5%) - Rounded	Federal Grant + State Match (100%) - Rounded
Alabama	\$8,979,163.00	\$472,588.00	\$9,451,751.00
Alaska	\$2,067,423.00	\$108,812.00	\$2,176,235.00
Arizona	\$15,672,607.00	\$824,874.00	\$16,497,481.00
Arkansas	\$5,965,529.00	\$313,975.00	\$6,279,504.00
California	\$32,748,696.00	\$1,723,616.00	\$34,472,312.00
Colorado	\$8,239,605.00	\$433,663.00	\$8,673,268.00
Connecticut	\$4,417,944.00	\$232,523.00	\$4,650,467.00
Delaware	\$1,926,152.00	\$101,376.00	\$2,027,528.00
District of Columbia	\$1,926,152.00	\$101,376.00	\$2,027,528.00
Florida	\$21,642,948.00	\$1,139,103.00	\$22,782,051.00
Georgia	\$17,453,774.00	\$918,620.00	\$18,372,394.00
Hawaii	\$1,926,152.00	\$101,376.00	\$2,027,528.00
Idaho	\$4,056,845.00	\$213,518.00	\$4,270,363.00
Illinois	\$18,083,603.00	\$951,769.00	\$19,035,372.00
Indiana	\$11,675,115.00	\$614,480.00	\$12,289,595.00
Iowa	\$7,475,811.00	\$393,464.00	\$7,869,275.00
Kansas	\$6,192,093.00	\$325,900.00	\$6,517,993.00
Kentucky	\$7,476,071.00	\$393,477.00	\$7,869,548.00
Louisiana	\$6,768,107.00	\$356,216.00	\$7,124,323.00
Maine	\$2,600,786.00	\$136,883.00	\$2,737,669.00
Maryland	\$8,141,028.00	\$428,475.00	\$8,569,503.00
Massachusetts	\$8,282,470.00	\$435,919.00	\$8,718,389.00
Michigan	\$14,304,910.00	\$752,890.00	\$15,057,800.00
Minnesota	\$9,867,685.00	\$519,352.00	\$10,387,037.00
Mississippi	\$6,314,906.00	\$332,363.00	\$6,647,269.00
Missouri	\$10,836,037.00	\$570,318.00	\$11,406,355.00
Montana	\$4,132,373.00	\$217,493.00	\$4,349,866.00
Nebraska	\$5,213,278.00	\$274,383.00	\$5,487,661.00
Nevada	\$4,571,755.00	\$240,619.00	\$4,812,374.00
New Hampshire	\$2,127,937.00	\$111,997.00	\$2,239,934.00
New Jersey	\$11,587,219.00	\$609,854.00	\$12,197,073.00
New Mexico	\$7,006,470.00	\$368,762.00	\$7,375,232.00
New York	\$20,042,252.00	\$1,054,855.00	\$21,097,107.00
North Carolina	\$15,503,081.00	\$815,952.00	\$16,319,033.00
North Dakota	\$3,813,850.00	\$200,729.00	\$4,014,579.00
Ohio	\$16,668,056.00	\$877,266.00	\$17,545,322.00
Oklahoma	\$7,939,111.00	\$417,848.00	\$8,356,959.00
Oregon	\$6,706,338.00	\$352,965.00	\$7,059,303.00

State	Total Federal Grant (95%) - Rounded	Estimated State Match (5%) - Rounded	Federal Grant + State Match (100%) - Rounded
Pennsylvania	\$17,768,879.00	\$935,204.00	\$18,704,083.00
Puerto Rico	\$2,307,358.00	\$121,440.00	\$2,428,798.00
Rhode Island	\$1,926,152.00	\$101,376.00	\$2,027,528.00
South Carolina	\$8,452,669.00	\$444,877.00	\$8,897,546.00
South Dakota	\$3,379,430.00	\$177,865.00	\$3,557,295.00
Tennessee	\$10,911,149.00	\$574,271.00	\$11,485,420.00
Texas	\$51,565,663.00	\$2,713,982.00	\$54,279,645.00
Utah	\$5,532,157.00	\$291,166.00	\$5,823,323.00
Vermont	\$2,145,270.00	\$112,909.00	\$2,258,179.00
Virginia	\$11,672,660.00	\$614,351.00	\$12,287,011.00
Washington	\$10,115,839.00	\$532,413.00	\$10,648,252.00
West Virginia	\$3,388,474.00	\$178,341.00	\$3,566,815.00
Wisconsin	\$10,024,942.00	\$527,629.00	\$10,552,571.00
Wyoming	\$2,993,210.00	\$157,537.00	\$3,150,747.00
States Total	\$492,537,184.00	\$25,923,010.00	\$518,460,194.00
American Samoa	\$481,500.00	\$-	\$481,500.00
Guam	\$855,055.00	\$-	\$855,055.00
Northern Marianas	\$472,958.00	\$-	\$472,958.00
Virgin Islands	\$615,803.00	\$-	\$615,803.00
Territories Total	\$2,425,316.00	\$-	\$2,425,316.00
National Total	\$494,962,500.00	\$25,923,010.00	\$520,885,510.00

Appendix B: MCSAP Grant Required Documents Checklist

Below are the documents required to be considered as being responsive to the MCSAP Grant announcement. The table below lists the document names, description, location, and submission information.

Document Name		Document Description and Location Information	Submit in/to:
1	SF-424 Application for Federal Assistance	A standard application form available in the Grants.gov application package required for all requests for Federal assistance. (For Section 8f, please provide the contact information of the program director or person responsible for the MCSAP grant. For Section 21, please provide the contact information of the authorized representative of the applicant organization.) Attached by the MCSAP lead agency to the Grants.gov application package.	Grants.gov
2	SF-424A Budget Information for Non-Construction Programs	A standard budget form available in the Grants.gov application package required for requests for Federal assistance. Attached by the MCSAP lead agency to the Grants.gov application package.	Grants.gov
3	SF-424B Assurances for Non-Construction Programs	A standard assurance form available in the Grants.gov application package associated with accepting Federal assistance funds. This document indicates the organization is in substantial compliance with various programs, regulations, and Federal laws for a non-construction program. Attached by the MCSAP lead agency to the Grants.gov application package.	Grants.gov
4	Grants.gov Lobbying Form	A form available in the Grants.gov application package that allows organizations to indicate that they do not engage in lobbying activities. Attached by the MCSAP lead agency to the Grants.gov application package.	Grants.gov
5	SF-LLL Disclosure of Lobbying Activities (if applicable)	A standard form available in the Grants.gov application package to report lobbying activities if applicable. Attached by the MCSAP lead agency to the Grants.gov application package.	Grants.gov
6	Key Contacts Form	A form available in the Grants.gov application package to report contact information for any additional Authorized Designated Officials (authorized signers); Principal Investigators or Program Directors (program/project managers); and Financial Officials (Grants Managers) not already identified on the SF-424. Attached by the MCSAP lead agency to the Grants.gov application package.	Grants.gov

Document Name		Document Description and Location Information	Submit in/ to:
7	Attachment Form	<p>A form available in the Grants.gov application package used to submit supplemental attachments to support the grant application.</p> <p>Attached by the MCSAP lead agency to the Grants.gov application package.</p>	Grants.gov
8	Indirect Cost Rate Agreement (if applicable)	<p>Organization’s signed current and approved indirect cost rate agreement with the cognizant Federal agency (or letter of request to cognizant agency for rate establishment or adjustment).</p> <p>Attached by the MCSAP lead agency to the Grants.gov application package and uploaded into the CVSP Tool.</p>	Grants.gov and CVSP Tool
9	CVSP	<p>Commercial Vehicle Safety Plan which includes program structure, past performance data, performance goals, objectives, activities, strategies, performance measures, and comprehensive budget information.</p> <p>Applicants are encouraged to complete the Plan and submit in the CVSP Tool.</p>	CVSP Tool
10	State Certification	<p>Required by 49 CFR 350.213, this document certifies that the State will meet all the requirements of participation in MCSAP and must be executed by the authorized State official for providing program assurances. An electronic State Certification declaration is included in the CVSP Tool. A Word version of the State Certification is located within the Grants.gov “Full Announcement” tab and in the Help Center of the CVSP Tool.</p> <p>There are two options for completing the State Certification requirement: (1) The declaration can be completed within the CVSP Tool; or (2) if a manual signature is required by State officials, the document can be uploaded by the MCSAP lead agency in the CVSP Tool.</p>	CVSP Tool
11	Annual Certification of Compatibility	<p>Required by 49 CFR 350.213, the State must conduct an annual review to determine if the State laws, regulations, standards, and orders on CMV safety are compatible. The document must certify either that State CMV laws remain compatible with the FMCSRs and HMRs or identify any incompatibilities and include an explanation regarding the State’s progress towards achieving compatibility and the date by which compatibility is expected to be achieved.</p> <p>There are two options for meeting the Annual Review and Certification of Compatibility requirement: (1) The declaration can be completed within the CVSP Tool; or (2) if a manual signature is required by State officials, the State should use the Word version of the certification which is in the CVSP Help Center). The document can be uploaded by the MCSAP lead</p>	CVSP Tool

Document Name		Document Description and Location Information	Submit in/to:
		<i>agency in the CVSP Tool.</i>	
12	New Laws and Regulations	<p>Required by 49 CFR 350.213, information regarding any new law, regulation, or policy affecting CMV safety that was adopted by the State since the last CVSP or annual update was submitted. These new laws and regulations should also be referenced in the results of the Regulatory Compatibility Review.</p> <p><i>The information required can be completed within the CVSP Tool.</i></p>	CVSP Tool
13	Title VI Program Requirements	<p>MCSAP awards will be conditional until the required Fiscal Year Title VI Program Compliance Plan (including the signed/dated FMCSA Title VI Program Assurance) is approved by FMCSA. Do <u>not</u> include the Title VI Program Compliance Plan with the Grants.gov application submission or upload in the CVSP Tool.</p> <p><i>Title VI Program Compliance Plans are to be submitted directly to Lester Finkle, FMCSA National Title VI Program Manager, by email at lester.finkle@dot.gov for review and approval. Please contact Mr. Finkle directly for guidance on content and submission requirements.</i></p>	Lester Finkle

Note: This guidance is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with this guidance (as distinct from existing statutes and regulations) is voluntary only, and non-conformity will not affect rights and obligations under existing statutes and regulations.