



2016

# Pocket Guide to Large Truck and Bus Statistics



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

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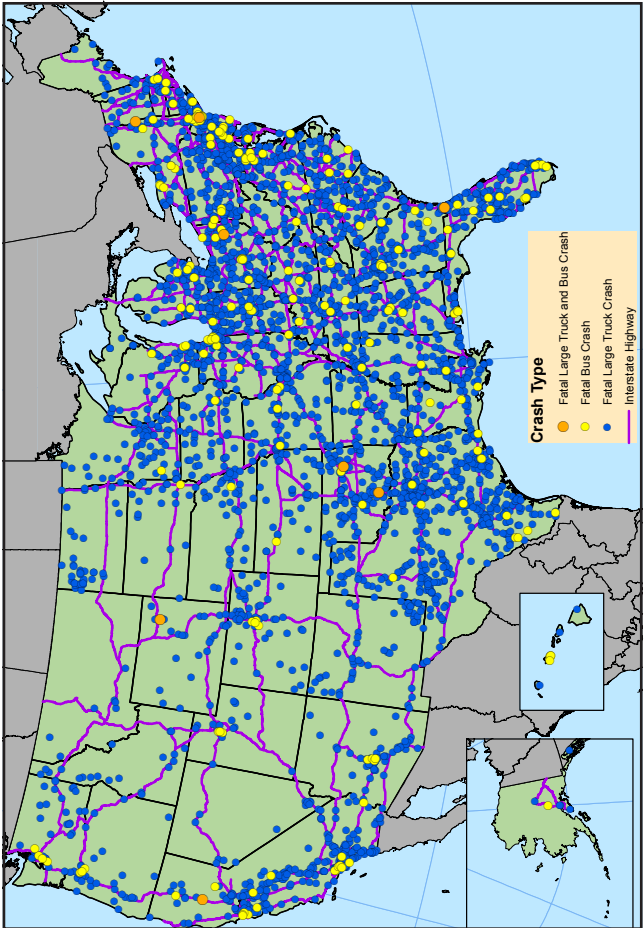
# INTRODUCTION

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

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# LOCATIONS OF FATAL LARGE TRUCK AND BUS CRASHES, 2014



Note: In 2014, there were 3,649 fatal crashes involving large trucks and buses.  
Data Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS), 2014.

# THE MOTOR CARRIER MANAGEMENT INFORMATION SYSTEM

FMCSA created and maintains the Motor Carrier Management Information System (MCMIS). MCMIS contains information on the safety performance of commercial motor carriers (large trucks and buses) and hazardous materials (HM) carriers subject to the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). This system contains crash, census, inspection, and investigation files created to monitor and develop safety standards for commercial motor vehicles (CMVs) operating in interstate commerce. The crash file includes information on all trucks and buses involved in reportable crashes. The census file includes descriptive information on every motor carrier in MCMIS and is updated weekly. The inspection file contains data from State and Federal inspection actions involving motor carriers operating in the United States. Most of the inspection data included in MCMIS are collected at the roadside by State personnel under the Motor Carrier Safety Assistance Program (MCSAP). The investigation file includes data from warning letters and on-site and off-site investigations and reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Most of the investigation data is captured onsite during the examination of a motor carrier's operations by a safety investigator.

# 1. OVERVIEW: LARGE TRUCKS AND BUSES

In 2014, among the 260,350,938 total registered vehicles in the United States, 8,328,759 were single-unit trucks (straight trucks), 2,577,197 were combination trucks (tractor-trailers), and 872,027 were buses. Also in 2014, there were 3,025.7 billion vehicle miles traveled (VMT) by all motor vehicles. Large trucks traveled 279.1 billion of those miles (9.2 percent of the total), and buses traveled 16.0 billion of those miles (0.5 percent of the total).

FMCSA regulates all registered commercial motor vehicles (CMVs) that operate interstate or that carry hazardous materials (HM). As of December 2015, 551,150 interstate motor carriers and intrastate HM motor carriers had recent activity operating in the United States:

- 275,048 were for-hire carriers
- 222,089 were private carriers
- 45,699 were both for-hire and private carriers
- 8,314 were neither for-hire nor private carriers (e.g., government).

FMCSA regulates all drivers involved in interstate commerce or intrastate transportation of HM, as well as all Commercial Driver's License (CDL) drivers, both interstate and intrastate. Approximately 6.0 million\* CMV drivers operate in the United States:

- 3.8 million operate interstate
  - 3.1 million hold CDLs
- 2.3 million operate intrastate
  - 900,000 hold CDLs.

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

Notes: The number of carriers and/or drivers in operation at any given time is subject to change, due to enforcement actions, business turnovers, licensing issues, and other factors. Interstate and some intrastate driver counts are based on motor carrier registration data contained in the Motor Carrier Management Information System (MCMIS); intrastate driver counts for States that do not require carriers to register with FMCSA were estimated by extrapolation from States requiring both interstate and intrastate carriers to register in MCMIS. Data Sources: Registration Data - Federal Highway Administration (FHWA), *Highway Statistics 2014*; Carrier and CMV Driver Counts - FMCSA, MCMIS, data snapshot as of December 28, 2015.

## 1-1 Registered Vehicles in the United States, 2011-2014

Year	All Vehicles	Large Trucks	Buses
2011	253,215,681	10,270,693	666,064
2012	253,639,386	10,659,380	764,509
2013	255,876,822	10,597,356	864,549
2014	260,350,938	10,905,956	872,027

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2014*, Table VM-1.

## 1-2 Million Vehicle Miles Traveled (VMT) in the United States, 2011-2014

Year	All Vehicles	Large Trucks		Buses
		Single-Unit	Combination	
2011	2,950,402	103,803	163,791	13,807
2012	2,969,433	105,605	163,602	14,781
2013	2,988,280	106,582	168,436	15,167
2014	3,025,656	109,301	169,830	15,999

Data Source: Federal Highway Administration (FHWA), *Highway Statistics 2014*, Table VM-1.

## 1-3 Motorcoach Passenger Trips in the United States and Canada by Fleet Size, 2014

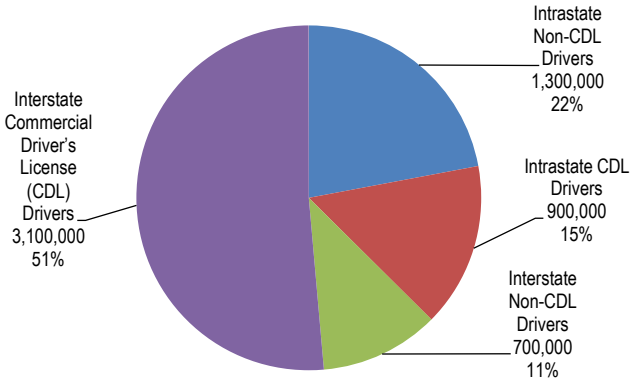
Motorcoach Fleet Size	Passenger Trips:		Average Passenger Trips per:	
	Total	Percent	Motorcoach	Carrier
100 or more	210,249,600	34.8%	23,900	9,141,300
50 to 99	50,116,300	8.3%	15,300	1,002,300
25 to 49	88,391,200	14.6%	16,400	570,300
10 to 24	95,087,100	15.7%	14,100	216,600
1 to 9	160,073,800	26.5%	13,000	54,100
<b>Industry Total</b>	<b>603,918,000</b>	<b>100.0%</b>	<b>16,500</b>	<b>166,500</b>

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

Data Source: *Motorcoach Census 2015: A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2014*. Prepared for the American Bus Association Foundation by John Dunham & Associates. Available at <http://www.buses.org>, March 17, 2016.



## 1-4 Commercial Motor Vehicle (CMV) Drivers Operating in the United States, 2015



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

Data Source: FMCSA, MCMIS, data snapshot as of December 28, 2015.

## 1-5 Active Motor Carriers by Type, 2011-2015

Year	2011	2012	2013	2014	2015
Interstate Freight	500,905	507,690	511,211	503,417	521,248
Interstate Passenger	11,819	12,184	12,384	12,487	13,274
Intrastate Hazardous Materials	16,379	15,843	15,719	16,120	16,628
<b>Total</b>	<b>529,103</b>	<b>535,717</b>	<b>539,314</b>	<b>532,024</b>	<b>551,150</b>

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

Data Source: FMCSA, MCMIS, data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

## 1-6 Active Hazardous Materials (HM) Carriers, 2011-2015

Active HM Carriers	2011	2012	2013	2014	2015
Interstate	54,546	55,524	59,778	63,043	68,113
Interstate HM Carriers with a Safety Permit (HMSP)*	1,196	1,206	1,190	1,200	1,182
Intrastate	16,379	15,843	15,719	16,120	16,628
Intrastate HMSP*	255	241	235	229	212
<b>Total Active HMSP Carriers*</b>	<b>1,451</b>	<b>1,447</b>	<b>1,425</b>	<b>1,429</b>	<b>1,394</b>
<b>Total HM Carriers</b>	<b>70,925</b>	<b>71,367</b>	<b>75,497</b>	<b>79,163</b>	<b>84,741</b>

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

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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

## 1-7 Household Goods Carriers and Brokers Operating in the United States, 2011-2015

Year	Active Household Goods Carriers	Household Goods Brokers Registered	Property Brokers Registered
2011	3,531	537	20,624
2012	3,464	523	21,354
2013	3,643	387	13,678
2014	3,784	456	15,272
2015	4,034	507	16,238

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

Data Source: FMCSA, Licensing & Insurance (L&I), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

## 1-8 Intermodal Equipment Providers and Equipment, 2011-2015

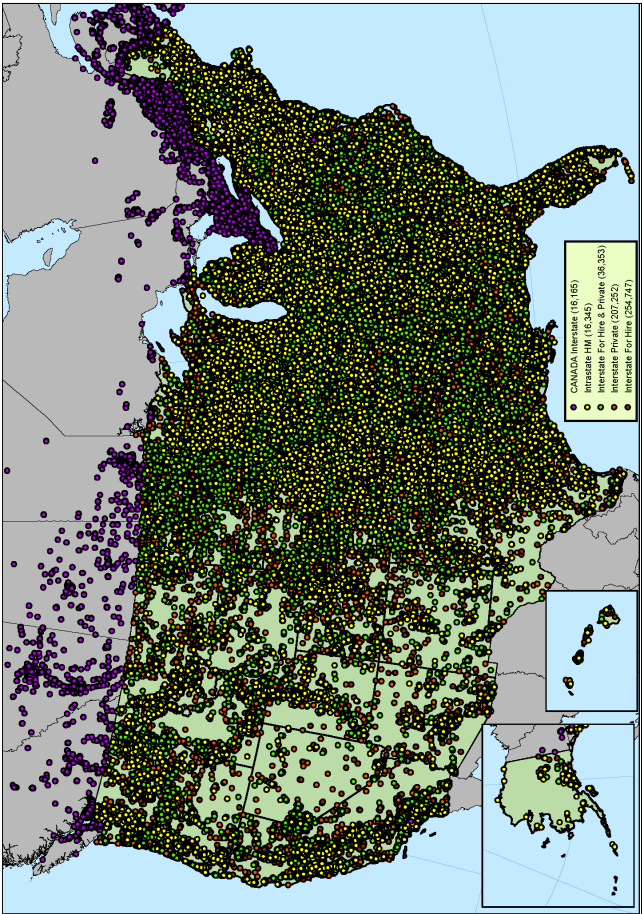
Number of:	2011	2012	2013	2014	2015*
Registered intermodal equipment providers (IEPs)	76	85	101	101	107
Intermodal chassis/equipment owned	125,473	323,933	339,837	473,696	491,819
Intermodal chassis/equipment leased	93,817	115,583	87,849	89,421	92,721
Intermodal chassis/equipment serviced	89,430	225,430	369,190	246,398	244,867

\*IEP records reported to the Motor Carrier Management Information System (MCMIS) through September 25, 2015, are included in this table.

Notes: Count of IEPs is based on active companies that self-registered as IEPs and are also active in the MCMIS COMPANY\_IEP table based on end-of-year MCMIS snapshots. "Owned" equipment is any equipment offered for transportation that is the legal right of possession of the applicant; this includes but is not limited to equipment in which the applicant is in contract to purchase. "Leased" equipment is any equipment offered for transportation that is not the legal right of possession or ownership but is under a lease agreement. This lease agreement includes trip-leased (equipment leased for less than 30 days) or term-leased equipment (equipment that is leased for 30 days or more). A lease is a contract whereby one party agrees to give to another party the use and possession of equipment for a specified period of time, as well as a specified fixed monetary sum. IEP equipment is considered "serviced" when any entity that by its action or direction makes or keeps equipment fit for use, as by inspecting, adjusting, repairing, or maintaining, so that the equipment remains ready for use or release.

Data Source: FMCSA, MCMIS, data snapshot as of September 25, 2015.

## 1-9 Carriers by Headquarters (Domicile) Location, 2016



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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 1-10 FMCSA-Regulated Carriers, 2011-2015

Motor Carrier Census Data	2011	2012	2013	2014	2015
Active Carriers with a USDOT Number	529,103	535,717	539,314	532,024	551,150
Power Units	4,162,901	4,257,738	4,579,823	4,386,835	5,278,197
CDL Drivers	3,071,740	3,102,637	3,176,799	3,247,897	3,334,355
Total Drivers	4,283,632	4,360,389	4,412,448	4,605,984	5,335,663

Notes: Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

## 1-11 FMCSA-Regulated Carriers by Domicile, 2015

Country	Active Carriers with a USDOT Number	Power Units	CDL Drivers	Total Drivers
United States	529,254	5,137,999	3,210,596	5,183,496
Canada	13,047	104,693	96,600	119,281
Mexico	8,620	34,635	26,975	32,314
Certificate Carriers	859	1,321	896	1,299
Commercial Zone Carriers	7,758	32,922	25,618	30,557
Enterprise Carriers	864	4,096	3,775	4,075
Long-Haul Carriers	14	298	359	361
Other Countries	229	870	165	553
All Domiciles	551,150	5,278,197	3,334,336	5,335,644

Notes: The sum of the Mexican carrier types may not sum to the total as some of the Mexican-owned carriers are domiciled in the United States. Only interstate carriers and intrastate hazardous materials (HM) carriers with recent activity are included in this table. Beginning on November 1, 2013, FMCSA's Unified Registration System (URS) rule requires all regulated entities to update their registration information every 24 months. The Agency deactivates the USDOT number of any carrier that fails to comply with the biennial update requirement. A Mexican certificate carrier is a Mexico-domiciled motor carrier that transports exempt commodities or operates as a private motor carrier. These motor carriers were issued authority to operate trucks throughout the United States prior to 2002. A Mexican commercial zone carrier is a Mexico-domiciled carrier that has authority to operate its trucks only within the U.S.-Mexico border commercial zones in the United States. A Mexican enterprise carrier is a Mexican-owned carrier that is domiciled in the United States; operates in the United States, conducting cross-border transportation of international cargo that originates in or is destined for a foreign country; and is subject to all U.S., State, and local laws pertaining to motor carrier operations and their vehicles. A Mexican long-haul carrier is a Mexico-domiciled carrier that has authority to engage in long-haul transportation as a common carrier of property (except household goods and HM) by motor vehicle in interstate or foreign commerce in or beyond the commercial zones of the United States. The authority does not allow point-to-point transportation services within the United States for goods other than international cargo. Reports include activity for all U.S. operations from the date the carrier was first allowed to operate up through the date of the current data snapshot.

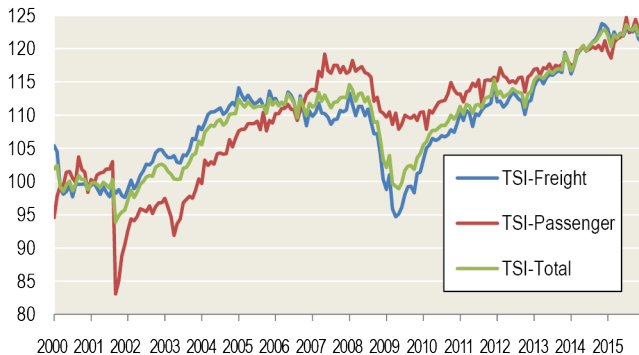
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 28, 2015.

## 1-12 FMCSA-Regulated Carriers by Number of Power Units, 2011-2015

Year	2011	2012	2013	2014	2015
1 Power Unit	251,685	254,029	254,858	248,153	257,766
2 Power Units	91,155	92,813	93,562	92,693	96,064
3–10 Power Units	134,426	135,976	137,484	137,836	142,101
11–100 Power Units	42,959	43,899	45,081	45,879	47,510
>100 Power Units	3,862	3,905	3,987	4,125	4,321
No Power Units/Unreported	5,016	5,095	4,342	3,338	3,388
<b>Total</b>	<b>529,103</b>	<b>535,717</b>	<b>539,314</b>	<b>532,024</b>	<b>551,150</b>

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshots as of December 16, 2011, December 14, 2012, December 27, 2013, December 19, 2014, and December 28, 2015.

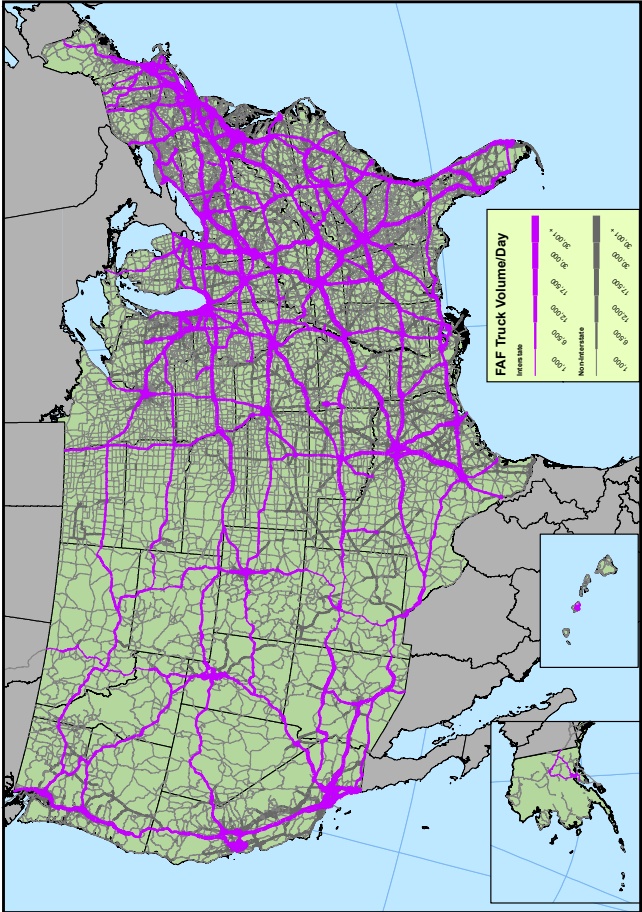
## 1-13 Transportation Services Index (TSI) Freight and Passenger Movement Estimates, 2000-2015



Notes: The Transportation Services Index (TSI), created by the U.S. Department of Transportation (USDOT), Bureau of Transportation Statistics (BTS), measures the movement of freight and passengers. The index, which is seasonally adjusted and updated monthly, combines available data on freight traffic, as well as passenger travel, that have been weighted to yield a monthly measure of transportation services output. TSI numbers are BTS estimates. The index numbers for the latest 3 months are considered to be preliminary. BTS releases the preliminary number for the latest month and replaces the number for the oldest preliminary month with a revised number. Seasonal adjustment models for the modal data have been updated for the data from January 2000 to the present. The earlier data (January 1990 to December 1999) were adjusted with the older seasonal adjustment models, which may result in a discontinuity in the time series.

Data Source: USDOT, BTS, TSI, available at [http://www.rita.dot.gov/bts/transportation\\_services\\_index](http://www.rita.dot.gov/bts/transportation_services_index) as of March 2, 2016.

## 1-14 Average Daily Truck Traffic on the National Highway System, 2011



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

Data Source: Federal Highway Administration (FHWA), Office of Freight Management and Operations, FAF, Version 3.5, 2015.

## 1-15 Weight of Freight Shipped within the United States by Mode (in Millions of Tons)

Mode	2002	2007	2011	2012	2013
Truck	11,943	13,336	11,924	13,812	14,547
Rail	1,978	2,024	2,053	2,176	2,016
Water	680	655	645	715	569
Air*	5	5	6	6	5
Pipeline	1,574	1,674	1,912	1,716	1,692
Multiple Modes	320	568	583	635	657
Other**	716	617	499	602	577
<b>Total</b>	<b>17,216</b>	<b>18,879</b>	<b>17,622</b>	<b>19,662</b>	<b>20,063</b>

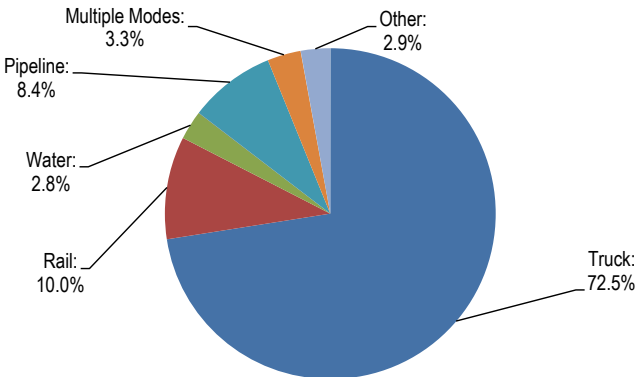
\*Includes air and truck-air.

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

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

Data Source: Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.6, available at <http://faf.ornl.gov> as of September 2015.

## 1-16 Percent of Total Weight of Freight Moved by Mode, 2013



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

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

Data Source: Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.6, available at <http://faf.ornl.gov> as of September 2015.

## 1-17 Driver and Passenger Safety Belt Usage by Commercial Motor Vehicle (CMV) Body Type, 2010 and 2013

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

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

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

## 1-18 CMV Driver and Passenger Safety Belt Usage by Occupant Type, 2010 and 2013

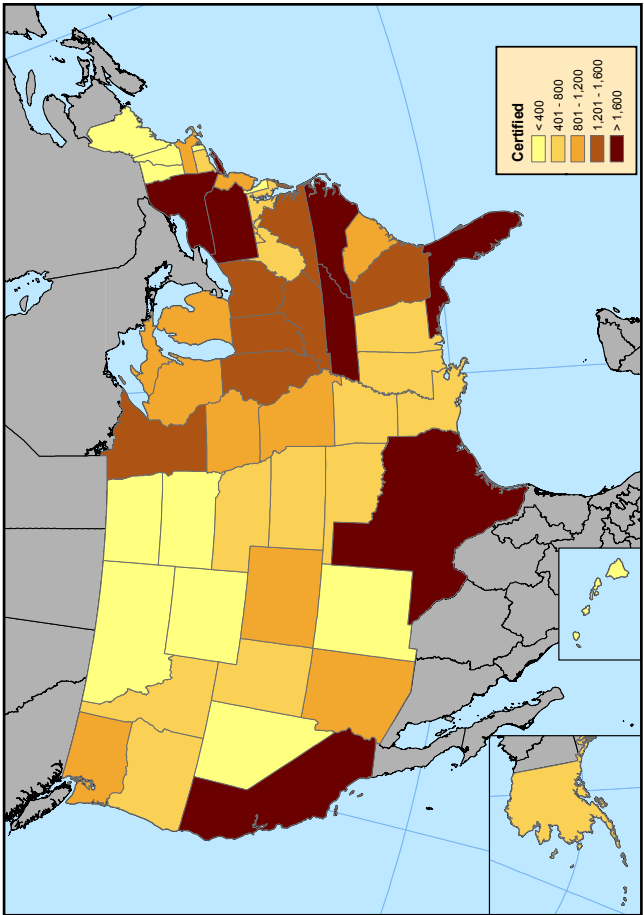
Occupant Type	2010	2013
All Occupants	77.1%	83.0%
Drivers	78.1%	83.7%
Other Occupants	64.0%	72.9%

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

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



## 1-19 Number of Medical Examiners Certified by State, 2016



Note: In February 2016, there were 45,970 medical examiners certified on the National Registry of Certified Medical Examiners (National Registry).

Data Source: FMCSA, National Registry, February 2, 2016. Available at <https://nationalregistry.fmcsa.dot.gov>.

## 2. ROADSIDE INSPECTIONS AND VIOLATIONS

### What is a Roadside Inspection?

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

#### 2-1 Roadside Inspections Conducted by Federal and State Inspectors, 2011-2015

	2011	2012	2013	2014	2015
Roadside Inspections	3,591,789	3,541,566	3,507,831	3,413,437	3,378,172
State	3,453,150	3,403,558	3,373,358	3,283,010	3,248,595
Federal	138,639	138,008	134,473	130,427	129,577

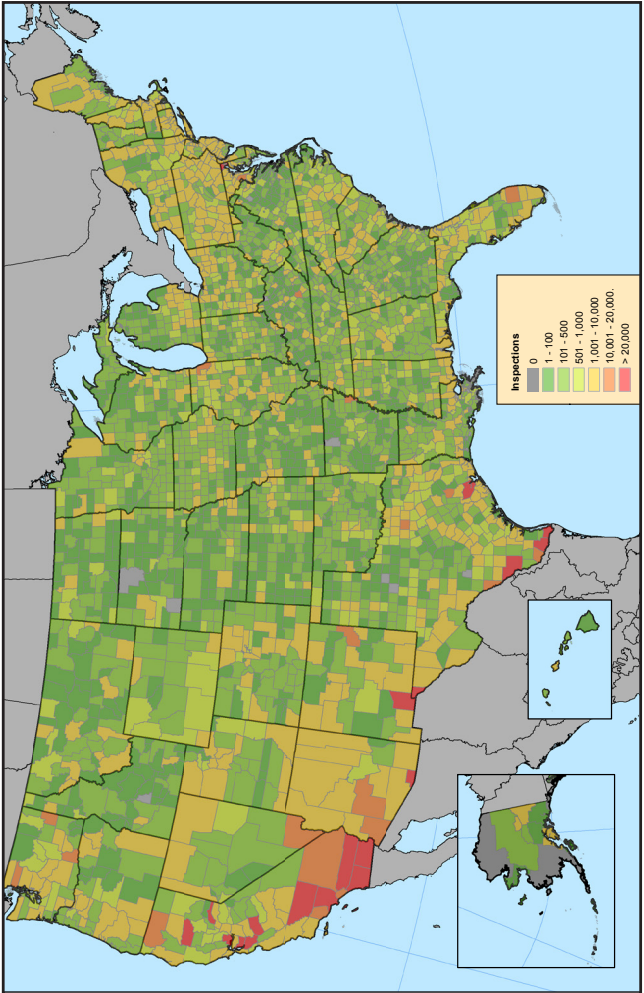
Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

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

Inspector Type	2011	2012	2013	2014	2015
Safety Inspectors	14,068	13,889	13,744	14,010	13,728
State	13,503	13,331	13,200	13,464	13,195
Federal	565	558	544	546	533

Note: Not all personnel indicated are assigned full time to conducting inspections. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-3 Roadside Inspections by County, 2015



Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-4 Roadside Inspection OOS Rates, 2011-2015

Type of Roadside Inspection	2011	2012	2013	2014	2015
Driver Inspections*	3,473,037	3,426,636	3,395,311	3,293,878	3,259,973
With OOS Violation	172,659	167,635	165,072	166,223	159,122
Driver OOS Rate	4.97%	4.89%	4.86%	5.05%	4.88%
Vehicle Inspections**	2,420,935	2,429,828	2,402,122	2,341,481	2,318,264
With OOS Violation	492,706	489,038	478,030	476,886	470,906
Vehicle OOS Rate	20.35%	20.13%	19.90%	20.37%	20.31%
Hazmat Inspections***	205,920	203,662	203,309	196,159	191,355
With OOS Violation	7,841	7,640	7,914	7,794	7,373
Hazmat OOS Rate	3.81%	3.75%	3.89%	3.97%	3.85%

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

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

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

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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-5 Roadside Inspections by Inspection Level, 2011-2015

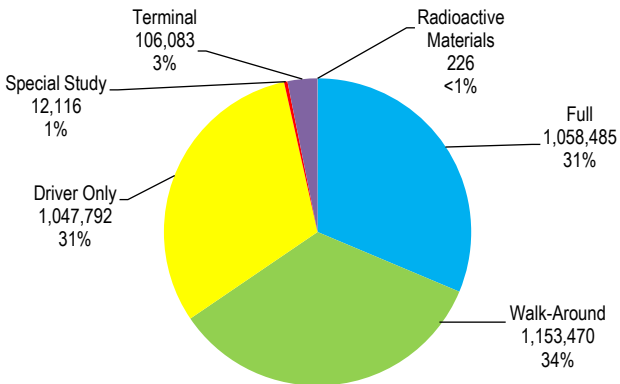
Inspection Level	2011	2012	2013	2014	2015
I. Full	1,138,385	1,113,828	1,093,326	1,063,344	1,058,485
With OOS Violation(s)*	288,146	284,251	274,122	271,467	266,838
II. Walk-Around	1,172,671	1,209,658	1,204,566	1,168,948	1,153,470
With OOS Violation(s)*	262,710	262,029	260,457	261,975	258,860
III. Driver Only	1,159,573	1,101,339	1,095,733	1,061,110	1,047,792
With OOS Violation(s)*	77,070	70,086	69,109	67,819	62,692
IV. Special Study	11,281	10,399	9,976	10,846	12,116
With OOS Violation(s)*	1,914	1,639	1,575	1,989	2,179
V. Terminal	107,471	104,531	102,544	108,713	106,083
With OOS Violation(s)*	6,740	6,452	6,184	6,903	6,261
VI. Radioactive Materials	2,408	1,811	1,686	476	226
With OOS Violation(s)*	27	18	11	5	2
<b>Total</b>	<b>3,591,789</b>	<b>3,541,566</b>	<b>3,507,831</b>	<b>3,413,437</b>	<b>3,378,172</b>

\*Out-of-service (OOS) violation numbers are based on roadside inspections. For example, in 2014, there were 1 million Level I inspections. Out of all the Level I inspections completed, 271,467 resulted in *at least one* OOS violation.

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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-6 Roadside Inspections by Inspection Level, 2015



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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-7 Roadside Inspections by Carrier Fleet Size, 2011-2015

Carrier Fleet Size	2011	2012	2013	2014	2015
Very Small (1-6 Power Units)	1,022,176	1,021,641	1,008,828	976,707	1,009,807
Small (7-20 Power Units)	592,551	605,288	604,545	599,760	606,031
Medium (21-100 Power Units)	723,876	717,337	722,173	701,327	689,942
Large (>100 Power Units)	882,412	870,226	871,388	836,541	816,423
Unknown	370,774	327,074	300,897	299,102	255,969
<b>Total</b>	<b>3,591,789</b>	<b>3,541,566</b>	<b>3,507,831</b>	<b>3,413,437</b>	<b>3,378,172</b>

Note: Carriers listed as having zero power units are included in the "Unknown" category. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-8 Roadside Inspections by Carrier Operation, 2011-2015

Carrier Operation	2011	2012	2013	2014	2015
Interstate	2,966,096	2,918,783	2,908,941	2,809,527	2,781,426
Intrastate	625,693	622,783	598,890	603,910	596,746
<b>Total</b>	<b>3,591,789</b>	<b>3,541,566</b>	<b>3,507,831</b>	<b>3,413,437</b>	<b>3,378,172</b>

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-9 Roadside Inspections by Gross Combination Weight Rating (GCWR), 2011-2015

GCWR	2011	2012	2013	2014	2015
<10,000 pounds	18,352	17,236	17,172	17,342	17,551
10,000 - 26,000 pounds	418,517	418,300	424,771	430,471	450,322
>26,000 pounds	2,441,367	2,509,830	2,527,537	2,505,266	2,597,564
Unknown	713,553	596,200	538,351	460,358	312,735
<b>Total</b>	<b>3,591,789</b>	<b>3,541,566</b>	<b>3,507,831</b>	<b>3,413,437</b>	<b>3,378,172</b>

Note: GCWRs are based on Roadside Inspection Reports as reported in MCMIS. Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-10 Most Frequent Driver Violations in Roadside Inspections, 2015

Violation Code	Category	Violation Description	Number of Violations
395.8	No Log/Log Not Current	Log Violation (General/Form and Manner)	164,639
391.11B2	All Other Driver Violations	Non-English Speaking Driver	98,929
395.8F1	No Log/Log Not Current	Driver's Record of Duty Status Not Current	73,045
395.3A3II	Hours of Service	Driving Beyond 8-hour Limit Since the End of the Last Off-duty or Sleeper Period of At Least 30 Minutes	69,906
392.2SLLS2	Traffic Enforcement	State/Local Laws - Speeding 6–10 Miles Per Hour Over the Speed Limit	62,103
392.16	Seat Belt	Failing to Use Seat Belt While Operating Commercial Motor Vehicle (CMV)	56,381
392.2C	Traffic Enforcement	Failure to Obey Traffic Control Device	43,104
395.3A2 PROP	Hours of Service	Driving Beyond 14-hour Duty Period (Property-carrying Vehicle)	43,027
391.41AF	Medical Certificate	Operating a Property-carrying Vehicle without Possessing a Valid Medical Certificate	38,908
395.8E	No Log/Log Not Current	False Report of Driver's Record of Duty Status	34,979
391.41A	Medical Certificate	Driver Not in Possession of Medical Certificate	27,905
395.8K2	No Log/Log Not Current	Driver Failing to Retain Previous 7 Days' Logs	27,532
395.8A	No Log/Log Not Current	No Driver's Record of Duty Status	26,623
395.3A3 PROP	Hours of Service	Driving Beyond 11-hour Driving Limit in a 14-hour Period (Property-carrying Vehicle)	23,652
392.2SLLS3	Traffic Enforcement	State/Local Laws - Speeding 11–14 Miles Per Hour Over the Speed Limit	23,581
383.23A2	All Other Driver Violations	Operating a CMV without a Commercial Driver's License (CDL)	21,491
392.2LV	Traffic Enforcement	Lane Restriction Violation	21,063
392.82A1	All Other Driver Violations	Using a Handheld Mobile Telephone While Operating a CMV	20,590
392.2SLLS4	Traffic Enforcement	State/Local Laws - Speeding 15 or More Miles Per Hour Over the Speed Limit	13,945
391.45B	Medical Certificate	Expired Medical Examiner's Certificate	11,197

Notes: Total number of driver inspections in 2015: 3,259,973. Total number of driver violations in 2015: 1,041,642. Total number of driver out-of-service (OOS) violations in 2015: 185,558. Only the top 20 driver violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-11 Most Frequent Vehicle Violations in Roadside Inspections, 2015

Violation Code	Category	Violation Description	Number of Violations
393.9	Lighting	Operating Vehicle Not Having the Required Operable Lamps	533,153
393.47E	Brakes, All Others	Clamp/Roto-chamber Type Brake(s) Out of Adjustment	198,254
396.3A1	All Other Vehicle Defects	Inspection/Repair and Maintenance Parts and Accessories	178,375
393.75C	Tires	Tire—Other: Tread Depth Less than 2/32 of Inch	157,887
396.5B	All Other Vehicle Defects	Oil and/or Grease Leak	144,956
393.95A	Emergency Equipment	No/Discharged/Unsecured Fire Extinguisher	138,618
396.17C	Periodic Inspection	Operating a Commercial Motor Vehicle (CMV) without Periodic Inspection	133,788
393.11	Lighting	No/Defective Lighting Devices/Reflective Devices/Projected	117,138
393.9TS	Lighting	Inoperative Turn Signal	113,032
393.45B2	Lighting	Brake Hose/Tubing Chafing and/or Kinking	96,720
393.53B	Brakes, All Others	Automatic Brake Adjuster CMV Manufactured on or After 10/20/1994—Air Brake	92,500
393.78	Windshield	Windshield Wipers Inoperative/Defective	84,615
393.95F	Emergency Equipment	No/Insufficient Warning Devices	62,650
393.55E	Brakes, All Others	Antilock Braking System (ABS)—Malfunctioning Lamps Towed CMV Manufactured on or After 3/1/1998, Manufactured before 3/1/2009	62,495
396.3A1B	Brakes, All Others	Brakes (General)	61,967
393.48A	Brakes, All Others	Inoperative/Defective Brakes	61,807
393.9H	Lighting	Inoperative Head Lamps	61,538
393.60C	Windshield	Damaged or Discolored Windshield	55,255
393.9T	Lighting	Inoperative Tail Lamp	50,790
393.25F	Lighting	Stop Lamp Violations	48,779

Notes: Total number of vehicle inspections in 2015: 2,318,264. Total number of vehicle violations in 2015: 3,803,517. Total number of vehicle OOS violations in 2015: 653,479. Only the top 20 vehicle violations (based on frequency of occurrence) are listed in this table.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.



## 2-12 Traffic Enforcement Inspections, 2011-2015

Activity Summary	2011	2012	2013	2014	2015
Traffic Enforcement Inspections	569,077	470,550	381,847	369,518	356,248
With Moving Violations	211,791	193,666	201,045	196,454	189,983
With Drug & Alcohol Violations	1,202	1,135	900	830	844
With Railroad Crossing Violations	409	392	279	254	287
With Non-specified State Law/Miscellaneous Violations	376,222	290,663	190,320	181,897	174,702

Notes: One inspection may result in more than one violation; therefore, totals may not equal the sum of all components. The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. New codes for State and local laws were added to inspection data systems from 2009 to 2011. These codes represented violations that would not be considered as a traffic enforcement, such as size and weight and driver/vehicle/carrier registrations. As a result, inspectors now use the new codes rather than the non-specified State law violations, which has reduced the number of inspections recorded as traffic enforcement inspections.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

## 2-13 Traffic Enforcement Violations, 2011-2015

Activity Summary	2011	2012	2013	2014	2015
Traffic Enforcement Violations	683,605	554,540	429,722	416,056	397,771
Moving Violations	219,359	199,612	208,324	203,838	195,658
Drug & Alcohol Violations	1,421	1,368	1,110	975	997
Railroad Crossing Violations	409	395	281	254	288
Non-specified State Law/Miscellaneous Violations	462,416	353,165	220,007	210,989	200,828

Notes: The traffic enforcement program involves the enforcement of 24 moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Roadside inspections that result in drug- or alcohol-related violations are included as traffic enforcement type inspections if another moving violation is present. New codes for State and local laws were added to inspection data systems from 2009 to 2011. These codes represented violations that would not be considered as a traffic enforcement, such as size and weight and driver/vehicle/carrier registrations. As a result, inspectors now use the new codes rather than the non-specified State law violations, which has reduced the number of inspections recorded as traffic enforcement inspections.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3. INVESTIGATIONS

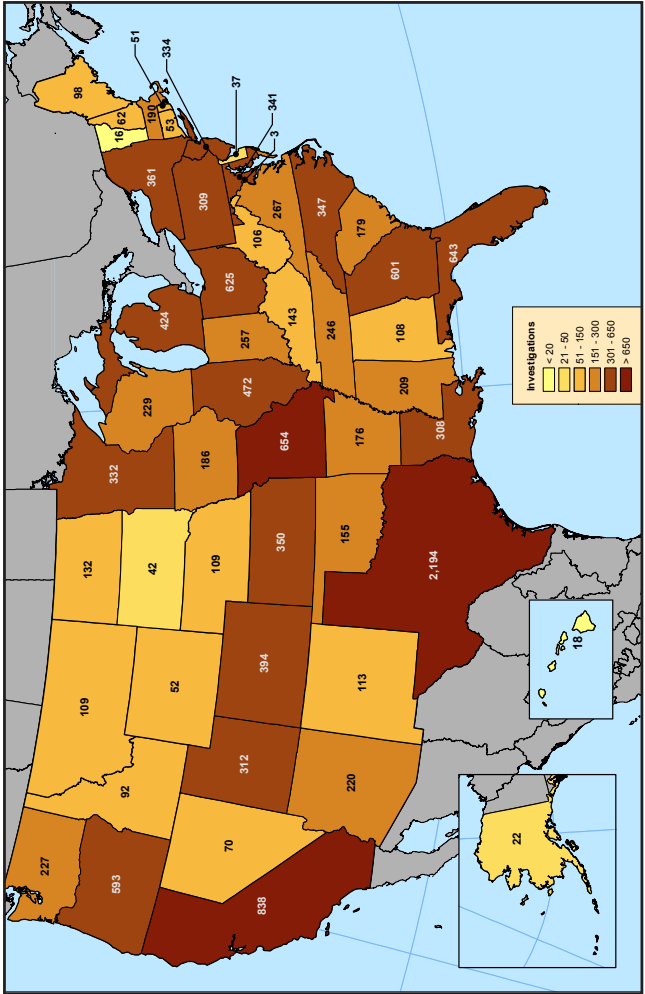
This chapter provides summarized data for the past 5 years on all types of investigations and reviews conducted on motor carriers that transport property or passengers in interstate or intrastate commerce. Investigations are conducted to investigate identified areas of non-compliance and safety concerns, with a focus on carriers identified as high risk; to investigate complaints; or in response to other safety and compliance concerns. It is intended that through education, heightened safety regulation awareness, and the enforcement effects of investigations, motor carriers will improve the safety of their commercial vehicle operations and, ultimately, reduce their involvement in crashes.

The Compliance, Safety, Accountability (CSA) program is FMCSA's enforcement model to focus the Agency's efforts on large truck and bus safety and to prevent crashes, injuries, and fatalities related to commercial motor vehicles (CMVs). This program has introduced an enforcement and compliance model that allows FMCSA and its State partners to contact more carriers earlier in order to address safety deficiencies before crashes occur. The CSA program provides a nationwide system for making the roads safer for motor carriers and the public alike.

Companies investigated by FMCSA include, but are not limited to: trucking companies, household goods moving companies, bus companies, cargo tank facilities, and hazardous materials shippers.

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

### 3-1 Investigations by State, 2015



Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3-2 Investigations Conducted by Federal and State Investigators, 2011-2015

Investigations	2011	2012	2013	2014	2015
State	7,455	7,910	7,831	7,113	6,271
Federal	11,578	12,197	17,943	7,172	8,385
<b>Total</b>	<b>19,033</b>	<b>20,107</b>	<b>25,774</b>	<b>14,285</b>	<b>14,656</b>

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3-3 Interventions by Type, 2011-2015

Intervention Type	2011	2012	2013	2014	2015
Investigations	19,033	20,107	17,943	14,285	14,656
Motor Carrier Safety Compliance					
Reviews (CRs)	5,512	0	0	0	0
Onsite Comprehensive	2,817	6,733	5,813	5,685	5,333
Onsite Focused Investigations	8,228	10,757	8,911	7,080	7,957
Offsite	597	555	443	283	107
Cargo Tank Facility Investigations	94	89	86	63	99
Shipper Investigations	283	328	269	152	106
Non-Rated Investigations (excludes Security Contact Reviews)	1,502	1,646	2,422	1,024	1,053
Warning Letters	44,638	23,617	20,476	20,115	20,659

Note: Motor Carrier Safety CRs were conducted prior to the implementation of the Compliance, Safety, Accountability (CSA) program. Beginning in 2011, these investigations were counted under the applicable CSA investigation type. CSA Warning Letters are based on a Safety Measurement System (SMS) algorithm that was implemented nationally in December of 2010.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3-4 FMCSA-Regulated Carriers by Safety Rating, 2015

Safety Rating	Interstate Freight Carriers	Intrastate HM Carriers	Interstate Passenger Carriers	All Carriers
Conditional	19,550	20	491	20,061
Satisfactory	55,556	98	3,812	59,466
Unsatisfactory	1,858	3	102	1,963
No Rating	444,284	16,507	8,869	469,660
<b>Total</b>	<b>521,248</b>	<b>16,628</b>	<b>13,274</b>	<b>551,150</b>

Note: In order to receive a safety rating, a carrier must have received a compliance review or comprehensive onsite investigation.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 28, 2015.

### 3-5 Passenger Carrier Investigations, 2011-2015

Carriers by Vehicle Type	2011	2012	2013	2014	2015
Any Passenger Vehicles*	1,699	1,433	2,508	1,350	1,219
Motorcoaches	1,168	868	1,973	987	958
School Buses	240	178	289	189	155
Vans	437	428	564	333	274
Mini Buses	480	390	728	450	403
Limousines	194	176	250	133	126

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

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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3-6 Investigations by Carrier Fleet Size, 2011-2015

Carrier Fleet Size	2011	2012	2013	2014	2015
Very Small (1-6 Power Units)	8,257	8,670	7,985	5,866	6,054
Small (7-20 Power Units)	5,514	5,735	5,054	4,337	4,403
Medium (21-100 Power Units)	3,654	3,911	3,388	2,905	3,045
Large (>100 Power Units)	1,205	1,331	1,126	925	914
No Power Units/Unreported	403	460	390	252	240
<b>Total</b>	<b>19,033</b>	<b>20,107</b>	<b>17,943</b>	<b>14,285</b>	<b>14,656</b>

Note: Carriers listed as having zero power units are included in the "No Power Units/Unreported" category.

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3-7 Investigations by Reason for Investigation, 2011-2015

Reason for Investigation	2011	2012	2013	2014	2015
Carrier Request	85	50	50	30	22
Complaint	921	747	551	445	374
Conditional Carrier	4	0	0	0	0
Enforcement Follow-Up	156	63	68	49	26
Priority List	46	10	1	0	0
Safety Audit Conversion	101	72	62	26	29
Unsatisfactory Follow-Up	84	26	29	7	4
Other	2,832	2,054	2,227	779	635
<b>Total</b>	<b>19,033</b>	<b>20,107</b>	<b>17,943</b>	<b>14,285</b>	<b>14,656</b>

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of January 29, 2016.

### 3-8 New Entrant Safety Audits, 2011-2015

Year	Safety Audits	Safety Audit Pass Rate
2011	34,478	67.8%
2012	34,248	75.4%
2013	32,388	80.1%
2014	33,244	80.8%
2015	28,857	82.3%

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

Data Source: FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of December 28, 2015.

## 4. CRASHES

In 2014, of the 29,989 fatal crashes on the Nation's roadways, 3,649 (12.2 percent) involved at least one large truck or bus. In addition, there were an estimated 6,035,000 nonfatal crashes, 472,000 (7.8 percent) of which involved at least one large truck or bus. For more information on large truck and bus crashes, please refer to the annual *Large Truck and Bus Crash Facts* publication available at <http://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts>.

### Data Sources:

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

**GES:** Also maintained by NHTSA, the General Estimates System (GES) is a probability-based nationally representative sample of police-reported fatal, injury, and property-damage-only crashes. The data from GES yield national estimates, calculated using a weighting procedure, but cannot give State-level estimates. Because GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. For more information on GES, go to [www.nhtsa.gov/NASS](http://www.nhtsa.gov/NASS).

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

## NHTSA Crash Severity Levels:

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

1. **Fatal crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash. The fatality does not have to occur at the scene of the crash and includes any person involved, including non-motorists.
2. **Injury crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. **PDO crashes** include police-reported crashes involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

For more information on crash severity levels, refer to NHTSA's National Center for Statistics and Analysis (NCSA) Data Resource Web site at: <http://www-nrd.nhtsa.dot.gov/CATS>.

## Vehicles in Crashes:

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

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



## 4-1 Total Crashes by Vehicle Type, 2011-2014

Year	Number of Crashes Involving:			
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2011	273,000	56,000	329,000	5,338,000
2012	317,000	54,000	371,000	5,615,000
2013	327,000	66,000	389,000	5,687,000
2014	411,000	68,000	476,000	6,065,000

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle. These numbers include fatal crash data from the Fatality Analysis Reporting System (FARS) and injury crash and property-damage-only (PDO) crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

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

## 4-2 Fatal Crashes by Vehicle Type, 2011-2014

Year	Number of Crashes Involving:			
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2011	3,365	243	3,593	29,867
2012	3,486	252	3,726	31,006
2013	3,554	282	3,821	30,203
2014	3,424	233	3,649	29,989

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle.

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

### 4-3 Injury Crashes by Vehicle Type, 2011-2014

Year	Number of Crashes Involving:			
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2011	60,000	13,000	73,000	1,530,000
2012	73,000	12,000	85,000	1,634,000
2013	69,000	18,000	86,000	1,591,000
2014	82,000	11,000	93,000	1,648,000

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle. These numbers include injury crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. Data Source: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

### 4-4 Property-Damage-Only (PDO) Crashes by Vehicle Type, 2011-2014

Year	Number of Crashes Involving:			
	Large Trucks	Buses	Large Trucks and Buses	All Vehicle Types
2011	210,000	43,000	252,000	3,778,000
2012	241,000	42,000	282,000	3,950,000
2013	254,000	48,000	299,000	4,066,000
2014	326,000	57,000	379,000	4,387,000

Notes: Individual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a truck and a bus). A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The "All Vehicle Types" category includes crashes involving passenger cars, light trucks, large trucks, buses, motorcycles, or any other type of motorized vehicle. These numbers include property-damage-only (PDO) crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. Data Source: National Highway Traffic Safety Administration (NHTSA), General Estimates System (GES).

## 4-5 Large Truck Fatal Crashes, 1975-2014

Year	Fatal Crashes Involving Large Trucks	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million VMT by Large Trucks	Rates per 100 Million VMT		Large Trucks Registered
					Fatal Crashes Involving Large Trucks	Fatalities in Large Truck Crashes	
1975	3,722	961	4,483	81,330	4.58	5.51	5,362,369
1980	5,042	1,262	5,971	108,491	4.65	5.50	5,790,653
1985	4,841	977	5,734	123,504	3.92	4.64	5,996,337
1990	4,518	705	5,272	146,242	3.09	3.60	6,195,876
1995	4,194	648	4,918	178,156	2.35	2.76	6,719,421
2000	4,573	754	5,282	205,520	2.23	2.57	8,022,649
2005	4,551	804	5,240	222,523	2.05	2.35	8,481,999
2010	3,271	530	3,686	286,527	1.14	1.29	10,770,054
2011	3,365	640	3,781	267,594	1.26	1.41	10,270,693
2012	3,486	697	3,944	269,207	1.29	1.47	10,659,380
2013	3,554	695	3,981	275,017	1.29	1.45	10,597,356
2014	3,424	657	3,903	279,132	1.23	1.40	10,905,956

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

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2014*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

## 4-6 Large Truck Injury Crashes, 2011-2014

Year	Injury Crashes Involving Large Trucks	Large Trucks Involved in Injury Crashes	Persons Injured in Large Truck Crashes	Million VMT by Large Trucks	Rates per 100 Million VMT		Large Trucks Registered
					Injury Crashes Involving Large Trucks	Persons Injured in Large Truck Crashes	
2011	60,000	63,000	88,000	267,594	22.5	32.9	10,270,693
2012	73,000	77,000	104,000	269,207	27.1	38.6	10,659,380
2013	69,000	73,000	95,000	275,017	25.1	34.6	10,597,356
2014	82,000	88,000	111,000	279,132	29.4	39.8	10,905,956

Notes: The rates displayed in this table are based on unrounded General Estimates System (GES) data. GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

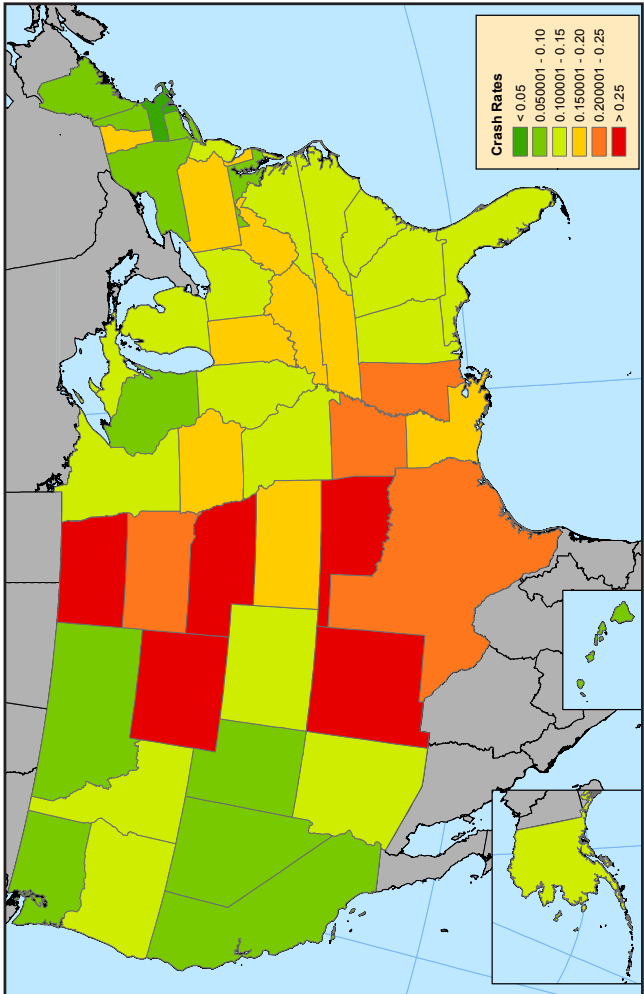
Data Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), GES.

## 4-7 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2013 and 2014

State	2013			2014		
	Fatalities	Million VMT	Fatality Rate	Fatalities	Million VMT	Fatality Rate
Alabama	118	65,046	0.18	88	65,667	0.13
Alaska	4	4,848	0.08	6	4,857	0.12
Arizona	66	60,586	0.11	71	62,631	0.11
Arkansas	83	33,493	0.25	79	34,024	0.23
California	295	329,534	0.09	324	332,857	0.10
Colorado	61	46,968	0.13	67	48,985	0.14
Connecticut	22	30,941	0.07	22	31,190	0.07
Delaware	13	9,308	0.14	15	9,596	0.16
D.C.	3	3,527	0.09	6	3,528	0.17
Florida	225	192,702	0.12	207	201,040	0.10
Georgia	173	109,355	0.16	162	111,535	0.15
Hawaii	8	10,099	0.08	9	10,174	0.09
Idaho	34	15,980	0.21	23	16,154	0.14
Illinois	151	105,297	0.14	121	104,906	0.12
Indiana	123	78,311	0.16	135	79,204	0.17
Iowa	67	31,641	0.21	49	31,414	0.16
Kansas	69	30,208	0.23	47	30,710	0.15
Kentucky	79	46,996	0.17	73	47,941	0.15
Louisiana	89	47,758	0.19	87	48,252	0.18
Maine	21	14,129	0.15	10	14,301	0.07
Maryland	65	56,688	0.11	55	56,432	0.10
Massachusetts	36	56,311	0.06	26	57,552	0.05
Michigan	91	95,132	0.10	107	97,384	0.11
Minnesota	81	56,974	0.14	70	57,395	0.12
Mississippi	66	38,758	0.17	84	39,499	0.21
Missouri	89	69,458	0.13	105	70,909	0.15
Montana	21	12,033	0.17	12	12,157	0.10
Nebraska	30	19,322	0.16	53	19,613	0.27
Nevada	24	24,649	0.10	17	25,302	0.07
New Hampshire	13	12,903	0.10	12	12,970	0.09
New Jersey	71	74,530	0.10	85	74,856	0.11
New Mexico	55	25,086	0.22	71	25,347	0.28
New York	146	129,737	0.11	128	129,263	0.10
North Carolina	146	105,213	0.14	129	108,012	0.12
North Dakota	63	10,100	0.62	49	10,511	0.47
Ohio	136	112,767	0.12	142	112,766	0.13
Oklahoma	117	47,999	0.24	137	47,699	0.29
Oregon	35	33,706	0.10	35	34,610	0.10
Pennsylvania	176	98,628	0.18	170	99,882	0.17
Rhode Island	5	7,775	0.06	3	7,677	0.04
South Carolina	74	48,986	0.15	67	49,931	0.13
South Dakota	19	9,122	0.21	22	9,225	0.24
Tennessee	132	71,067	0.19	119	72,336	0.16
Texas	554	244,525	0.23	570	243,076	0.23
Utah	20	27,005	0.07	21	27,554	0.08
Vermont	10	7,116	0.14	11	7,059	0.16
Virginia	95	80,767	0.12	96	80,985	0.12
Washington	43	57,211	0.08	40	58,060	0.07
West Virginia	48	19,232	0.25	31	19,117	0.16
Wisconsin	88	59,486	0.15	59	60,053	0.10
Wyoming	25	9,309	0.27	34	9,457	0.36
<b>National Totals</b>	<b>4,278</b>	<b>2,988,323</b>	<b>0.14</b>	<b>4,161</b>	<b>3,025,656</b>	<b>0.14</b>

Notes: D.C. = District of Columbia. Fatality rate is equal to "Fatalities" divided by "Million VMT," multiplied by 100. A large truck is defined here as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Data Source: VMT - Federal Highway Administration (FHWA), *Highway Statistics 2014*; Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

## 4-8 Large Truck and Bus Fatality Rates Per 100 Million Total Vehicle Miles Traveled (VMT) by State, 2014



Data Sources: Vehicle Miles Traveled - FHWA, *Highway Statistics 2014* (VM-2); Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

## 4-9 Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 2011-2014

Occupant of:	2011	2012	2013	2014
Passenger Car	1,380	1,423	1,446	1,441
Light Truck	1,082	1,153	1,163	1,162
Large Truck	640	697	695	657
Motorcycle	221	251	208	221
Bus	11	10	16	15
Other/Unknown	19	20	12	18
<b>Total Vehicle Occupants</b>	<b>3,353</b>	<b>3,554</b>	<b>3,540</b>	<b>3,514</b>

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

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

## 4-10 Nonmotorists Killed in Large Truck Crashes, 2011-2014

Nonmotorist Type	2011	2012	2013	2014
Total Nonmotorist Fatalities	428	390	441	389
Pedestrian	335	305	339	305
Pedalcyclist	60	62	79	60
Other/Unknown Nonmotorist	33	23	23	24
<b>Total Fatalities</b>	<b>3,781</b>	<b>3,944</b>	<b>3,964</b>	<b>3,903</b>
<b>Percent Nonmotorist Fatalities</b>	<b>11%</b>	<b>10%</b>	<b>11%</b>	<b>10%</b>

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

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

## 4-11 Nonmotorists Killed in Bus Crashes, 2011-2014

Nonmotorist Type	2011	2012	2013	2014
Total Nonmotorist Fatalities	80	89	90	92
Pedestrian	69	77	72	78
Pedalcyclist	10	12	13	14
Other/Unknown Nonmotorist	1	0	5	0
<b>Total Fatalities</b>	<b>284</b>	<b>282</b>	<b>320</b>	<b>281</b>
<b>Percent Nonmotorist Fatalities</b>	<b>28%</b>	<b>32%</b>	<b>28%</b>	<b>33%</b>

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. A nonmotorist is defined as any person who is not an occupant of a motor vehicle, including, but not limited to, the following: pedestrians, pedalcyclists, skateboard riders, people riding on animals, and persons riding in other nonmotorized conveyances. These numbers include fatal crash data from the Fatality Analysis Reporting System (FARS) and injury crash and property-damage-only (PDO) crash data from the General Estimates System (GES). GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data.

Data Sources: Fatal Crashes - National Highway Traffic Safety Administration (NHTSA), FARS; Injury and PDO Crashes - NHTSA, GES.

## 4-12 Fatal Crashes by Work Zone, 2011-2014

Crash Type:	2011		2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Large Truck Fatal Crashes	3,365	100.0%	3,486	100.0%	3,554	100.0%	3,424	100.0%
Work Zone	145	4.3%	132	3.8%	151	4.2%	183	5.3%
Not a Work Zone	3,220	95.7%	3,354	96.2%	3,403	95.8%	3,241	94.7%
All Fatal Crashes	29,867	100.0%	31,006	100.0%	30,203	100.0%	29,989	100.0%
Work Zone	533	1.8%	555	1.8%	536	1.8%	607	2.0%
Not a Work Zone	29,334	98.2%	30,451	98.2%	29,667	98.2%	29,382	98.0%
<b>Percent of Work-Zone Fatal Crashes that Involved at Least One Large Truck</b>	<b>27.2%</b>		<b>23.8%</b>		<b>27.7%</b>		<b>30.1%</b>	
<b>Percent of All Fatal Crashes that Involved at Least One Large Truck</b>	<b>11.3%</b>		<b>11.2%</b>		<b>11.8%</b>		<b>11.4%</b>	

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

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

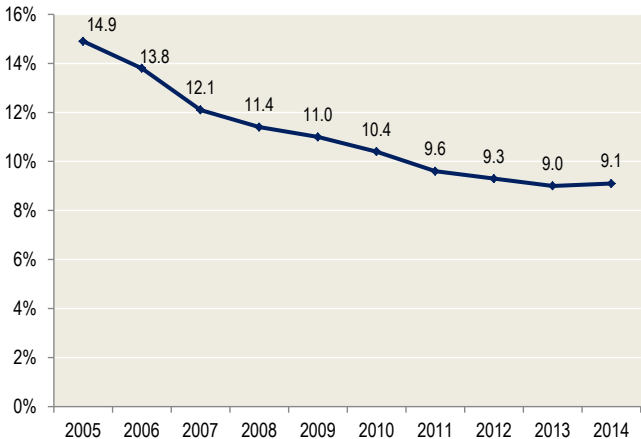
### 4-13 Truck Weight Rating for Large Trucks in Fatal Crashes, 2011-2014

Truck Weight Rating	2011	2012	2013	2014
Class 1: < 6,000 lb	0	0	1	0
Class 2: 6,001 - 10,000 lb	4	6	2	2
Class 3: 10,001 - 14,000 lb	275	286	256	155
Class 4: 14,001 - 16,000 lb	100	77	93	68
Class 5: 16,001 - 19,500 lb	82	91	83	78
Class 6: 19,501 - 26,000 lb	193	215	221	221
Class 7: 26,001 - 33,000 lb	218	212	243	234
Class 8: > 33,000 lb	2,678	2,841	2,945	2,898
Unknown	83	97	77	88
<b>Total</b>	<b>3,633</b>	<b>3,825</b>	<b>3,921</b>	<b>3,744</b>

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

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

### 4-14 Percentage of Large Truck Drivers in Fatal Crashes Not Wearing Any Type of Safety Belt, 2005-2014



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

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



## 4-15 Hazardous Materials (HM) Cargo Release in Crashes Involving Large Trucks with HM Placards, 2011-2015

Cargo Release	Number of Large Trucks				
	2011	2012	2013	2014	2015*
Cargo Release: No	2,016	2,000	2,419	2,511	1,944
Cargo Release: Yes	312	358	384	442	376
Corrosives	20	27	44	37	35
Explosives	11	12	7	13	9
Flammable Liquid	143	202	215	255	199
Flammable Solids	3	5	1	2	6
Gases	41	36	47	41	51
Miscellaneous					
Dangerous Goods	25	27	28	30	21
Oxidizing Substances	3	5	3	6	6
Poison & Infectious					
Substances	2	2	6	6	4
Radioactive Material	0	0	0	1	0
Unknown	64	42	33	51	45
Cargo Release: Unknown	566	401	439	725	436
<b>Total</b>	<b>2,894</b>	<b>2,759</b>	<b>3,242</b>	<b>3,678</b>	<b>2,756</b>

\*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

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

Data Source: FMCSA, MCMIS, data snapshot as of January 29, 2016.

## 4-16 Large Truck and Bus Drivers in Crashes, by Driver's License Class, 2011-2015

License Class	Number of Vehicles Involved				
	2011	2012	2013	2014	2015*
Class A	89,868	90,094	97,576	107,517	70,023
Class B	18,926	19,610	20,767	21,242	13,593
Class C	8,417	8,585	9,998	10,824	6,972
Class D	11,471	12,611	13,645	15,434	10,694
Class M	364	507	1,186	1,356	1,000
Unknown	9,551	6,956	6,977	7,581	4,883
<b>Total</b>	<b>138,597</b>	<b>138,363</b>	<b>150,149</b>	<b>163,954</b>	<b>107,165</b>

\*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

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

Data Source: FMCSA, MCMIS, data snapshot as of January 29, 2016.

## 4-17 Large Trucks in Crashes by Operation Classification, 2011-2015

Classification	2011	2012	2013	2014	2015*
For-Hire	59,975	59,801	64,278	67,477	71,755
Private	18,373	18,508	19,977	19,880	20,123
Both For-Hire and Private	16,956	18,000	21,077	22,681	23,471
Neither For-Hire Nor Private/No USDOT Number	29,060	27,250	28,428	28,213	27,775
<b>Total</b>	<b>124,364</b>	<b>123,559</b>	<b>133,760</b>	<b>138,251</b>	<b>143,124</b>

\*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

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

Data Sources: Crash data for all years: FMCSA, MCMIS, data snapshot as of January 29, 2016. For-hire and private information: FMCSA, MCMIS, data snapshots as of September 23, 2011, September 28, 2012, June 20, 2014, January 23, 2015, and January 29, 2016.

## 4-18 Large Trucks in Crashes by Carrier Operation, 2011-2015

Carrier Operation	2011	2012	2013	2014	2015*
Interstate	85,196	85,683	92,979	96,766	97,188
Intrastate Hazardous Materials (HM)	1,212	1,142	1,276	1,353	1,323
Intrastate Non-HM**	9,749	10,053	11,901	12,706	14,698
Unknown Carrier Operation**	28,207	26,681	27,604	27,426	29,915
<b>Total</b>	<b>124,364</b>	<b>123,559</b>	<b>133,760</b>	<b>138,251</b>	<b>143,124</b>

\*Crash records reported to the Motor Carrier Management Information System (MCMIS) through December 31, 2015, are included in this table. States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 22 months to allow for changes.

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

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

Data Sources: Crash data for all years: FMCSA, MCMIS, data snapshot as of January 29, 2016. Interstate and HM information: FMCSA, MCMIS, data snapshots as of September 23, 2011, September 28, 2012, June 20, 2014, January 23, 2015, and January 29, 2016.

## 4-19 Bus Fatal Crashes, 1975-2014

Year	Fatal Crashes Involving Buses	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million VMT by Buses	Rates per 100 Million VMT		Buses Registered
					Fatal Crashes Involving Buses	Fatalities in Bus Crashes	
1975	323	53	348	6,055	5.33	5.75	462,156
1980	329	46	390	6,059	5.43	6.44	528,789
1985	337	57	398	4,478	7.53	8.89	593,485
1990	286	32	340	5,726	4.99	5.94	626,987
1995	271	33	311	6,420	4.22	4.84	685,503
2000	323	22	357	7,590	4.26	4.70	746,125
2005	278	58	340	6,980	3.98	4.87	807,053
2010	247	44	278	13,770	1.79	2.02	846,051
2011	243	55	284	13,807	1.76	2.06	666,064
2012	252	39	282	14,781	1.70	1.91	764,509
2013	282	54	320	15,167	1.86	2.11	864,549
2014	233	44	281	15,999	1.46	1.76	872,027

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

Data Sources: Vehicle Miles Traveled and Registered Vehicles - FHWA, *Highway Statistics 2014*; Fatal Crashes, Vehicles Involved, and Fatalities - National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

## 4-20 Bus Injury Crashes, 2011-2014

Year	Injury Crashes Involving Buses	Buses Involved in Injury Crashes	Persons Injured in Bus Crashes	Million VMT by Buses	Rates per 100 Million VMT		Buses Registered
					Injury Crashes Involving Buses	Persons Injured in Bus Crashes	
2011	13,000	13,000	24,000	13,807	96.8	176.7	666,064
2012	12,000	12,000	23,000	14,781	80.6	156.3	764,509
2013	18,000	18,000	38,000	15,167	117.0	250.6	864,549
2014	11,000	11,000	22,000	15,999	68.7	139.0	872,027

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

Data Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration (NHTSA), GES.

## 4-21 Fatal Crashes Involving Buses, by Type of Bus, 1975-2014

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus*	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1980	117	38	149	—	14	11	329
1985	126	29	116	—	33	33	337
1990	111	26	113	—	19	17	286
1995	109	23	101	—	23	15	271
2000	119	40	127	—	20	17	323
2005	110	37	83	—	34	14	278
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	101	34	78	30	7	2	252
2013	114	44	82	28	10	4	282
2014	90	31	79	8	21	4	233

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

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

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

## 4-22 Estimated Costs of Large Truck and Bus Crashes, 2011-2014 (2014 Dollars)

Year	Fatal Crashes	Injury Crashes	Property-Damage-Only (PDO) Crashes	All Large Truck and Bus Crashes
2011	\$40 Billion	\$34 Billion	\$18 Billion	\$93 Billion
2012	\$42 Billion	\$39 Billion	\$21 Billion	\$102 Billion
2013	\$43 Billion	\$40 Billion	\$22 Billion	\$105 Billion
2014	\$41 Billion	\$43 Billion	\$28 Billion	\$112 Billion

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

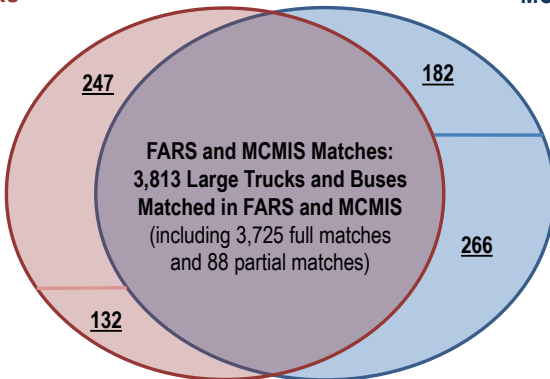
Data Source: T. Miller, E. Zaloshnja, and R. Spicer, Revised Cost of Large Truck and Bus Involved Crashes (2002), adjusted to 2014 dollars and 2015 value of a statistical life (VSL), and updated to reflect new guidance on valuing injuries from the Office of the Secretary of Transportation.

## 4-23 Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) Matching for Large Trucks and Buses in Fatal Crashes, 2014

Number	Category	Percentage
3,725	Large trucks and buses matched in FARS and MCMIS	80.3%
88	Large trucks and buses that were partially matched in FARS and MCMIS	1.9%
247	Large trucks and buses in FARS and not in MCMIS	5.3%
132	Large trucks and buses in FARS matched to large trucks and buses in non-fatal crashes in MCMIS	2.8%
182	Large trucks and buses in MCMIS and not in FARS	3.9%
266	Large trucks and buses in MCMIS matched to vehicles in FARS that were not large trucks or buses	5.7%
<b>4,640</b>	<b>Total large trucks and buses in fatal crashes in FARS, MCMIS, or both</b>	<b>100.0%</b>

**FARS**

**MCMIS**



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

Data Sources: National Highway Traffic Safety Administration (NHTSA), FARS; FMCSA, MCMIS, data snapshot as of January 29, 2016.

## 5. DATA QUALITY

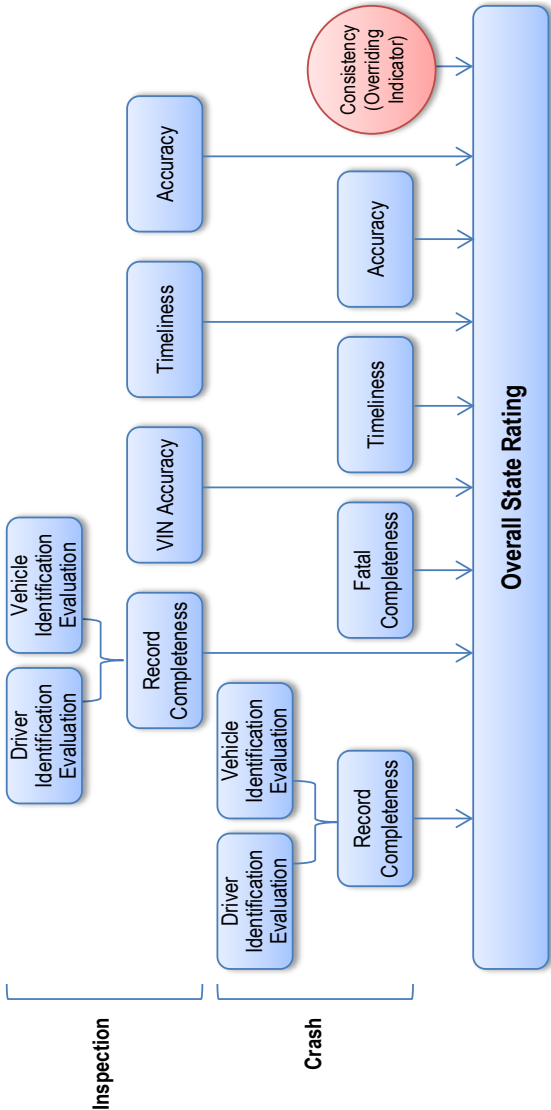
### State Safety Data Quality (SSDQ) Methodology

FMCSA has implemented the State Safety Data Quality (SSDQ) Methodology to evaluate the completeness, timeliness, accuracy, and consistency of State-reported data. The SSDQ evaluation uses a 12-month timeframe that ends 3 months prior to the Motor Carrier Management Information System (MCMIS) snapshot for each measure, unless otherwise stated in the rating description. The methodology consists of eight performance measures (four crash and four inspection measures) and one overriding performance indicator (see 5-1). The SSDQ methodology has changed over the years to represent higher thresholds of data quality. Since 2004, additional performance measures have been added related to the completeness of driver and vehicle information contained in crash and inspection reports.

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

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

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

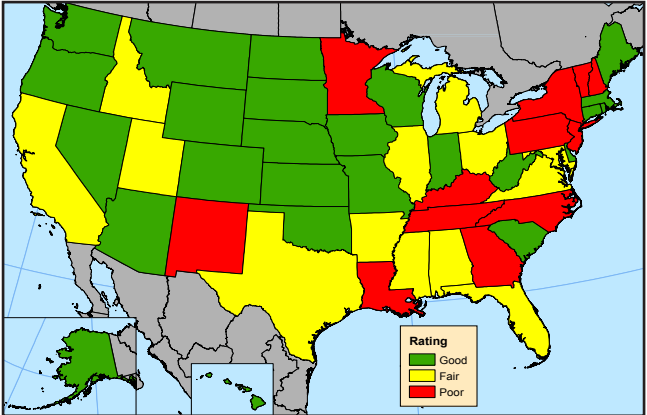


Data Source: FMCSA, Analysis & Information (A&I) Online, <http://ai.fmcsa.dot.gov/DataQuality>.

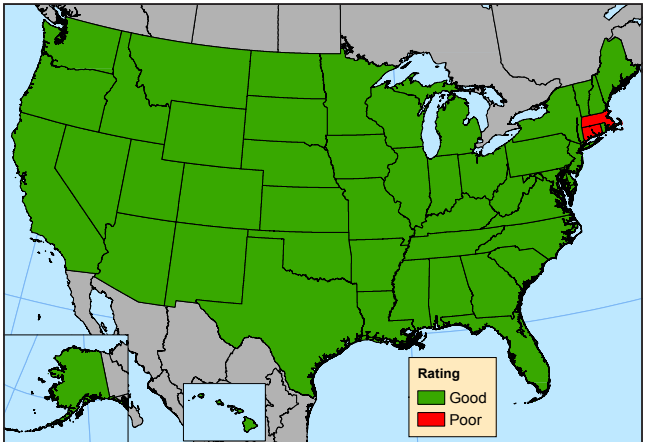


## 5-2 Overall State Safety Data Quality (SSDQ) Ratings, June 2004 and December 2015

Overall SSDQ Ratings, June 2004



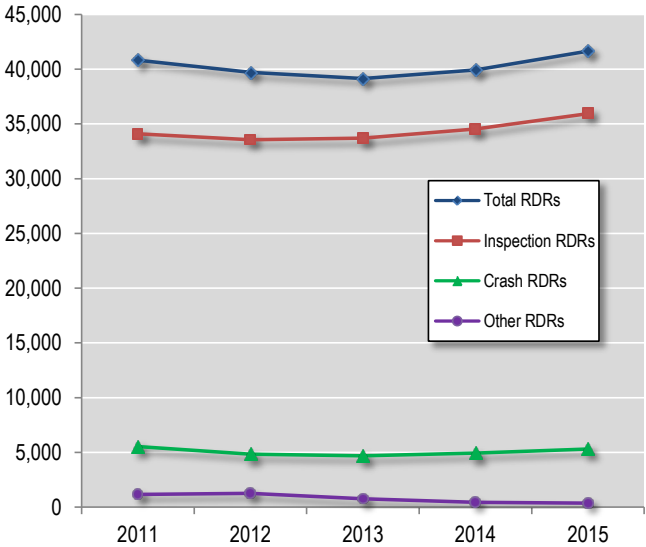
Overall SSDQ Ratings, December 2015



Note: Ratings depicted on this map are overall State ratings. Washington, D.C. is rated poor (red) as of June, 2004 and December, 2015.

Data Source: June 2004 Ratings: FMCSA, Analysis & Information (A&I) Online, State Safety Data Quality (SSDQ) as of June, 2004; December 2015 Ratings: FMCSA, A&I Online, SSDQ as of December, 2015. For most recent State ratings, refer to: <http://ai.fmcsa.dot.gov/mapping/ssdq>.

### 5-3 Annual Requests for Data Review (RDRs) in DataQs, 2011-2015



Data Source: FMCSA, DataQs, March 4, 2016 (based on submissions received in 2015).

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

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

## 6. GRANT PROGRAMS

FMCSA safety grant funding opportunities are available primarily to State and local government agencies in the 50 States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, American Samoa, Guam, and the U.S. Virgin Islands. Applicants for FMCSA funding opportunities should be working on commercial motor vehicle (CMV) safety activities with efforts directly linked to FMCSA's mission. An overview of 2015 FMCSA grant awards and short program descriptions are presented below. More information on these grant programs can be found at <http://www.fmcsa.dot.gov/mission/grants>.

### 6-1 FMCSA Grant Awards, 2015

Grant Program	Total Awards
Border Enforcement	\$32,000,000
CDL Program Implementation	\$30,000,000
CMVOST	\$2,269,970
CVISN	\$12,373,949
MCSAP Basic & Incentive	\$168,275,000
MCSAP High Priority	\$15,000,000
MCSAP New Entrant	\$29,668,542
PRISM	\$5,000,000
SaDIP	\$2,018,860
<b>Total Grant Awards</b>	<b>\$296,606,321</b>

#### Border Enforcement Grant (BEG)

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

#### Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant

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

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

### **Commercial Driver's License Program Implementation (CDLPI) Grant**

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

### **Commercial Vehicle Information Systems and Networks (CVISN) Grant**

The Commercial Vehicle Information Systems and Networks (CVISN) grant program provides discretionary funding for States and the District of Columbia to deploy, operate, and maintain elements of their CVISN programs, including commercial vehicle, commercial driver, and carrier-specific information systems and networks. The agency in each State and the District of Columbia that is primarily responsible for the development, implementation, and maintenance of CVISN-related systems is eligible to apply for grant funding. To learn more about the CVISN program, visit <https://www.fmcsa.dot.gov/information-systems/cvisn/commercial-vehicle-information-systems-and-networks-cvisn>.

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

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

## **MCSAP High Priority Grant**

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

## **New Entrant Safety Audit Grant**

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

## **Performance and Registration Information Systems Management (PRISM) Grant**

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

## **Safety Data Improvement Program (SaDIP) Grant**

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

## 7. AGENCY RESOURCES

### FMCSA Web site

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

### Analysis & Information (A&I) Online

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

### Compliance, Safety, Accountability (CSA)

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

### Commercial Vehicle Information Systems and Networks (CVISN)

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

### DataQs

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

### FMCSA New Entrant Safety Assurance Program

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

### FMCSA Portal

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

### Freight Analysis Framework (FAF)

[http://ops.fhwa.dot.gov/FREIGHT/freight\\_analysis/faf/index.htm](http://ops.fhwa.dot.gov/FREIGHT/freight_analysis/faf/index.htm)

### Motor Carrier Management Information System (MCMIS)

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

### Fatality Analysis Reporting System (FARS)

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

### Federal Highway Administration (FHWA) Highway Statistics Series

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

### General Estimates System (GES)

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

### Licensing & Insurance (L&I)

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

### State Safety Data Improvement Program (SaDIP)

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

# GLOSSARY AND LIST OF ACRONYMS







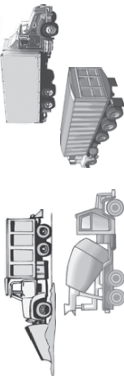


A&I	Analysis & Information
ABS	Antilock Braking System
BEG	Border Enforcement Grant
BTS	Bureau of Transportation Statistics
CDL	Commercial Driver's License
CDLPI	Commercial Driver's License Program Improvement
CMV	Commercial Motor Vehicle (includes both large trucks and buses)
CMVOST	Commercial Motor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

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


















## Visor Cards for Law Enforcement

The FMCSA State Safety Data Quality (SSDQ) Program created five quick-reference visor identification cards for use by law enforcement officers. The cards are laminated and may be placed in the law enforcement vehicle sun visor.

<b>Vehicle Configuration</b>	
<p><b>Bus (9-15 Seats, Including Driver)</b></p> 	<p><b>Truck/Trailer (Single-Unit Truck Pulling a Trailer)</b></p> 
<p><b>Bus (16 or More Seats, Including Driver)</b></p> 	<p><b>Truck Tractor (Bobtail)</b></p> 
<p><b>Single-Unit (2 Axles, 6 Tires)</b></p> 	<p><b>Tractor/Semi Trailer (One Trailer)</b></p> 
<p><b>Single-Unit (3 or More Axles)</b></p> 	<p><b>Truck Tractor/Double (Two Trailers)</b></p> 
<p><b>Truck Tractor/Triple (Three Trailers)</b></p> 	
<p>Federal Motor Carrier Safety Administration <span style="float: right;">U.S. Department of Transportation <a href="http://www.fmcsa.dot.gov">www.fmcsa.dot.gov</a></span></p>	

Revised 06/05

These cards are intended to assist officers in the process of determining FMCSA's selection criteria for completing the commercial motor vehicle (CMV) section of their State's crash report form. The pictured visor card aids officers in identifying the correct vehicle configuration and cargo body type. All five visor cards are available for download at: <https://www.fmcsa.dot.gov/regulations/enforcement/visor-cards-law-enforcement>.

<b>Cargo Body Type</b>				
<b>Bus (9-15 Seats, Including Driver)</b> 	<b>Bus (16 or More Seats, Including Driver)</b> 	<b>Van/Enclosed Box</b> 	<b>Cargo Tank</b> 	<b>Flat Bed</b> 
<b>Dump</b> 	<b>Concrete Mixer</b> 	<b>Auto Transporter</b> 	<b>Garbage/Refuse</b> 	<b>Grain, Chips, Gravel</b> 
<b>Pole</b> 	<b>Log</b> 	<b>Intermodal Chassis</b> 	<b>Vehicle Towing Motor Vehicle</b> 	<b>No Cargo Body</b> 

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