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Statement before the
COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION
UNITED STATES SENATE**

**NOMINATION HEARING
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Chairman Thune, Ranking Member Nelson, and Members of the Committee, it is an honor to appear before you as the nominee for Administrator of the Federal Motor Carrier Safety Administration (FMCSA). I would like to thank President Obama for selecting me and Secretary Foxx for supporting me.

I'd also like to thank the Committee for its leadership on transportation issues facing FMCSA and the Nation.

I would also like to thank my wife, Alyson. Without her support, I would not be sitting here today. My wife comes from a long line of hardy Nebraskans and proud Cornhuskers. Her father was a graduate of the University of Nebraska, Lincoln and its law school.

I was born in Chelsea, Massachusetts and raised in Boston. I have devoted my career to public service, and transportation is my passion. Since beginning at FMCSA in 2012 as Chief Counsel and now as Acting Administrator, I have seen over and over again the impact that our 1,100 person Agency has on the safety of the traveling public.

I am humbled by their devotion to our safety mission, and the incredible efforts of everyone in the Agency to advance highway safety.

It is not easy work.

FMCSA oversees over 4 million active commercial drivers' license holders, more than 12,000 bus companies and 500,000 motor carriers, including trucking companies, household goods movers, and hazardous materials carriers.

Since FMCSA was established 15 years ago, the number of lives lost in commercial motor vehicle-related crashes has decreased 26 percent. These numbers represent progress, but the sad fact remains that more than 4,000 people die each year in crashes with large truck and buses.

This is too many, and we at FMCSA are always looking for new and innovative ways to drive this number toward zero.

We also know that safe trucking moves our economy and safe bus operations move our people. As the economy grows, so too does the number of carriers, drivers, and vehicle miles traveled.

As our just-in-time economy continues to pick up speed, we strive to work smarter and more efficiently without ever losing sight of our core principles.

FMCSA ensures those entering the industry meet stringent safety requirements. We require carriers to maintain high safety standards in their daily operations. We focus our enforcement and investigative resources on identifying high-risk carriers and either help them improve their performance or remove them from the road.

We also know we cannot do it alone.

I've seen firsthand the immediate impact of working closely with partners. Our grant programs, for example, fund almost 14,000 Federal and State inspectors to conduct about 3.5 million roadside inspections every year to ensure commercial motor vehicle (CMV) drivers and their vehicles are in compliance with safety regulations.

We do our best when we are working together with our stakeholders in law enforcement, state and local governments, the safety advocacy community, labor, and industry. They are truly our force multipliers.

If confirmed, I will lead FMCSA in broadening and strengthening our partnerships with stakeholders to build on our 2015 achievements.

Last year we worked with a diverse set of stakeholders to make sure that entry-level commercial drivers will have the skills they need before getting behind the wheel of an 80 thousand pound truck. It paid off: the negotiated rulemaking committee we assembled reached a consensus on both commercial driver's license (CDL) training standards and minimum qualifications for training schools.

Last month, we published the Final Rule on Electronic Logging Devices, which promises two major benefits. First, replacing paper logbooks will dramatically reduce paperwork, saving an estimated \$1 billion per year. More importantly, the use of electronic logbooks will improve compliance with hours of service rules and prevent an estimated 562 injuries and 26 deaths per year.

Also last month, we launched our Unified Registration System to make it easier for first time motor carriers and other applicants to register with us. We have consolidated "legacy" registration forms into a simpler, online "smart form." When fully implemented, the system also will help us more readily detect unsafe carriers seeking to evade enforcement.

If confirmed, I look forward to leading FMCSA as its Administrator as we continue our work on a busy agenda this year.

We recently announced proposed Safety Fitness Determination rule that will help us more

quickly identify the high-risk carriers from the vast majority that operate safely.

We got to work immediately on implementing the Fixing America's Surface Transportation (FAST) Act. Within minutes of its passage on December 4, we made changes to the public website of our Compliance, Safety, Accountability program, or CSA. We also adjusted our grant allocation formula and moved quickly to re-establish full funding to two States.

We are now working to put in place dozens of FAST Act provisions to establish new programs and procedures, create working groups, and conduct research.

For example, we will streamline our grant programs to give States increased flexibility to tailor funding to conditions on the ground. We are taking comments from stakeholders and the public on an incentive program to encourage carriers to adopt cutting edge safety technology and practices. And the National Academy of Sciences study on the effectiveness of our CSA program is scheduled to begin next month.

We are also doing our part to help our veterans. The FAST Act tasks us with a series of steps to help veterans transition to careers in transportation. The Act's provisions nicely complement our Military Skills Test Waiver Program that makes it easier for those who drove heavy military vehicles in the service of our armed forces to obtain civilian CDLs. The waiver program has already helped more than 10,000 veterans, and that number continues to grow.

Thank you for giving me the opportunity to testify today.

I look forward to answering your questions.

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