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United States Senate

COMMITTEE ON COMMERCE, SCIENCE,
AND TRANSPORTATION

WASHINGTON, DC 20510-6125

WEBSITE: <https://commerce.senate.gov>

July 29, 2026

The Honorable Derek D. Barrs
Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Barrs,

According to the most recent data available, nearly 5,000 people were killed in crashes involving large trucks and buses in 2024, including 67 in the state of Washington and 20 in the state of Massachusetts.¹ The Federal Motor Carrier Safety Administration (FMCSA) uses information from these crashes to identify specific truck and bus companies for targeted enforcement, which can range from a warning letter to being placed out-of-service.

On June 8, 2026, *ProPublica* and *WBUR* reported their investigation found that FMCSA is missing critical crash data for a company that operates school buses, making it impossible for the agency to accurately identify and target high-risk motor carriers like these.² For example, in April 2025, a Boston Public Schools bus driver who was hired and trained by the multinational company Transdev, ran over and killed a kindergartener after dropping him off on the wrong side of the street.³ *ProPublica* and *WBUR* identified this as one of 42 fatal crashes involving Transdev that occurred in the last 10 years that was missing from FMCSA's records.⁴ This raises serious concerns that FMCSA may be undercounting crashes, injuries, and fatalities involving large trucks and buses, and thus jeopardizing its mission to reduce such incidents and protect the safety of Americans.⁵

More specifically, in some instances, FMCSA's database listed Transdev crashes under the names of the government agency that hired Transdev or the name of a company Transdev acquired.

¹ Federal Motor Carrier Safety Administration, "Crash Statistics," accessed July 28, 2026.

https://ai.fmcsa.dot.gov/CrashStatistics/?tab=Summary&type=&report_id=1&crash_type_id=4&datasource_id=1&time_period_id=2&report_date=2024&vehicle_type=1&state=AllStates&domicile=ALL&measure_id=1&operation_id=null.

² Mariano, Willoughby, Jacobs, Joel, and Mariam Elba, *WBUR and ProPublica*, "A School Bus Killed a 5-Year-Old. The Crash is Among Dozens Missing From the Bus Company's Federal Safety Record." June 8, 2026.

<https://www.propublica.org/article/boston-school-bus-crash-record-lens-joseph-transdev>.

³ Ibid.

⁴ Ibid.

⁵ Federal Motor Carrier Safety Administration, "Our Mission," accessed June 15, 2026.

<https://www.fmcsa.dot.gov/mission>.

Reportedly, FMCSA’s instructions to law enforcement officers completing crash investigations do not clarify which company should be listed, but instead instruct the officer to “determine which entity ‘controls’ or ‘directs’ the bus.”⁶ As a result, whether each crash was attributed to Transdev depended on how the individual law enforcement officer completing the crash form interpreted those instructions, leading to highly variable and unreliable records.

Without accurate and complete data, it is impossible for FMCSA to properly target enforcement on unsafe companies, because the agency lacks the critical data needed to conclude they are unsafe. According to FMCSA, Transdev has been involved in 187 crashes in the last 24 months, seven of which have been fatal.⁷ And yet, FMCSA has not targeted Transdev for any enforcement actions in this time period, and the carrier’s safety rating is marked as “Satisfactory.”⁸

More broadly, FMCSA enforcement actions have declined since President Trump took office. According to its own data, FMCSA completed approximately 1,400 enforcement cases against motor carriers in fiscal year 2025, compared to nearly 4,000 in fiscal year 2024—a 65 percent decrease.⁹

Accordingly, to better understand how FMCSA is addressing limitations of its crash data and keeping the traveling public safe by targeting high-risk motor carriers for enforcement, please provide the following documents and information no later than August 12, 2026.

1. Description of FMSCA’s mechanisms to monitor the safety performance of commercial motor carriers operating school buses or otherwise transporting children or students, including for intrastate operations;
2. Documents sufficient to demonstrate how FMCSA works with NHTSA or other DOT offices to monitor and ensure the accuracy of safety records of all motor carriers transporting students—including intrastate school bus operators;
3. All FMCSA or other DOT guidance provided to state law enforcement on the processes for recording the name of the motor carrier involved in a crash, including for intrastate motor carriers;
4. Documents sufficient to demonstrate FMCSA’s internal processes to verify the accuracy and completeness of state law enforcement records of motor carrier crashes, including for intrastate motor carriers;

⁶ Ibid.

⁷ Federal Motor Carrier Safety Administration, “Safety Measurement System – Crash Indicator BASIC (U.S. DOT# 505166), Continue for more Crash, Inspection & Investigation Details,” accessed June 15, 2026. <https://ai.fmcsa.dot.gov/SMS/Carrier/505166/BASIC/CrashIndicator.aspx>.

⁸ Federal Motor Carrier Safety Administration, “USDOT Information,” accessed June 16, 2026. https://safer.fmcsa.dot.gov/query.asp?searchtype=ANY&query_type=queryCarrierSnapshot&query_param=USDOT&original_query_param=NAME&query_string=505166&original_query_string=TRANSDEV%20SERVICES%20INC.

⁹ Federal Motor Carrier Safety Administration, “Enforcement Cases, Summary of Closed Enforcement Cases,” accessed June 15, 2026. https://ai.fmcsa.dot.gov/EnforcementPrograms/EnforcementCases/Summary?type=EnforcementSummary&time_period_id=2&report_date=2026&dot_number=&subject_id=0&state=NAT&domicile=ALL.

5. A list of all inspections and crashes involving Transdev-operated vehicles, including those in which Transdev or its subsidiaries provides contracted services, such as for school districts or transit agencies;
6. All documents sufficient to demonstrate why FMCSA's database did not capture the 42 crashes involving Transdev that ProPublica and WBUR reported;
7. Documents sufficient to demonstrate why the number of FMCSA closed enforcement cases declined in fiscal year 2025;
8. A list and description of any changes FMCSA has made to its processes or thresholds for pursuing enforcement actions against high-risk motor carriers from January 20, 2025, to present; and
9. The number of FMCSA staff that were responsible for analyzing inspection and crash data to identify high-risk carriers in calendar year (CY) 2024, CY 2025, and January 2026 to present, respectively.

We appreciate your prompt response to this request, and continued collaboration to improve safety on our roads.

Sincerely,

A handwritten signature in blue ink, reading "Maria Cantwell".

Maria Cantwell
United States Senator
Ranking Member, Committee
on Commerce, Science, and
Transportation

A handwritten signature in blue ink, reading "Edward J. Markey".

Edward J. Markey
United States Senator