



**U.S. Department
of Transportation**

**Federal Motor Carrier
Safety Administration**

Administrator

**1200 New Jersey Avenue, S.E.
Washington, D.C. 20590**

June 3, 2026

The Honorable Charles E. Grassley
Chairman
Committee on the Judiciary
United States Senate
Washington, D.C. 20510

Dear Chairman Grassley:

As the lead government agency responsible for regulating and providing safety oversight of commercial motor vehicles (CMVs), the mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA oversees more than 800,000 motor carriers and nearly 9.3 million drivers. The Agency uses its Safety Measurement System (SMS) to identify motor carriers for investigation. The SMS collects roadside inspection data to identify companies that may present an elevated risk, which FMCSA uses to prioritize its resources for investigation and to avoid unnecessary burdens on law abiding trucking companies and drivers. In addition, FMCSA actively engages in continuing education, outreach, and stakeholder engagement to further its mission of reducing crashes and fatalities involving CMVs.

Strict vetting during carrier registration supports FMCSA's safety mission by preventing high-risk commercial operators from entering the registration system. FMCSA uses the Utility for Risk-Based Screening & Assessment (URSA) tool to detect shared ownership, management, or contact details from applications for operating authority across registered entities. URSA screens approximately 19,000 operating authority applications annually through the Unified Registration System. URSA flags applications based on "affinity" (shared characteristics like names and addresses) and "motivation" (the likelihood an applicant is attempting to reincarnate a previous business). If URSA flags an application, an Agency investigator reviews the results to determine whether the applicant meets the criteria for rejection provided in statute (49 U.S.C. §§ 13902–13904). If the criteria are met, the investigator issues a rejection order notifying the applicant that FMCSA denied their application.

In addition, FMCSA acts against regulated entities that designate a Principal Place of Business (PPOB) that is unlikely to be a business location where records can be made available for inspection within 48 hours. Accordingly, FMCSA will suspend operating authority, suspend safety registration, and deactivate the U.S. Department of Transportation (Department) number of any entity that lists a PPOB location where FMCSA would be unable to investigate.

Furthermore, carriers use Form MCS-150, Motor Carrier Identification Report, to update their company information and complete biennial updates. An authorized company officer must complete all fields, sign the Applicant's Oath, and attach a valid U.S. or Canadian government-

issued identification that exactly matches their name. FMCSA reviews company records to identify recent frequent changes to contact information (e.g., mailing address, phone number, company officials, etc.). If such patterns are detected, the request to update information is escalated for further review and verification. FMCSA also verifies information submitted on Form MCS-150 through internal checks and required documentation. All submissions must include a company officer's signature, which is cross-checked against authorized personnel listed on Form MCS-150.

On May 19, 2026, the Secretary and FMCSA Administrator announced the rollout of Motus, the Department's system to streamline the registration process for new applicants and manage the life cycle for existing registered entities. Motus includes several major enhancements designed to improve service, strengthen oversight, and support industry compliance. These incorporate enhanced fraud prevention and the identity verification service currently available in URSA, add business verification for higher-risk transactions (e.g., legal name or Employer Identification Number changes), and contain updated user privacy and security controls. In addition, Motus will improve data quality and system reliability, provide support for FMCSA's enforcement and safety oversight, and reduce burdens on trucking companies that are compliant with FMCSA regulations.

Currently, the URSA tool flags approximately 950 applications monthly for screening, and the Registration Office contacts these applicants to notify them of minor errors, which can be corrected and resolved without the Agency needing to withhold registration. Since January 2025, FMCSA has investigated approximately 1,400 applications after discovering potential reincarnation behavior, resulting in more than 600 entities being denied interstate operating authority (about 43 percent). With the second phase of Motus, URSA will automatically screen all applications for new, additional, or reinstated operating authority. As Motus continues to mature, expanding business verification checks to be conducted when updates are made to an entity's registration (not just when an applicant seeks new or additional operating authority), the number of applicants subject to screening will increase from an estimated 94,000 to 480,000 annually.

In addition to strengthening oversight of carrier registration, FMCSA recently updated its roadside safety enforcement policies as part of implementing Executive Order (E.O.) 14286, *Enforcing Commonsense Rules of the Road for America's Truck Drivers* (April 28, 2025) (E.O. 14286). FMCSA rescinded policy MC-ECE-2016-006 on May 20, 2025, and replaced it with a stricter directive: "English Language Proficiency Under 49 CFR § 391.11(b)(2)" (MC-SEE-2025-0001). FMCSA also partnered with the Commercial Vehicle Safety Alliance to make English Language Proficiency violations an Out-of-Service (OOS) condition, effective June 25, 2025. To help stakeholders successfully qualify drivers, FMCSA published technical guidance and FAQs detailing the new two-part assessment, which requires a driver to undergo an interview and demonstrate highway traffic sign recognition. Since June 25, 2025, more than 17,000 unique drivers have been placed OOS for a violation of the English Language Proficiency requirement in 49 CFR § 391.11(b)(2).

Pursuant to E.O. 14286 (Section 4), FMCSA also launched an aggressive strategy to safeguard the integrity of non-domiciled Commercial Driver's Licenses (CDLs). The Agency conducts Annual Program Reviews (APRs) to ensure State CDL programs adhere to parts 383 and 384 of

the Federal Motor Carrier Safety Regulations in title 49 of the CFR. If FMCSA finds noncompliance, the State Driver's Licensing Agency must submit a Corrective Action Plan within 30 days. Through these ongoing APRs, FMCSA discovered non-domiciled CDL issues in more than 30 States. Six States have taken proactive action to conduct a thorough review of all non-domiciled CDLs and commercial learner permits in their States and to take action to revoke and reissue any licenses discovered to have been issued improperly—thus precluding the need for an enforcement action. FMCSA has issued preliminary nonconformity determinations to 25 States related to non-domiciled CDL findings, including New York and California, the States mentioned in your letter. FMCSA also issued a final determination of substantial noncompliance to California and New York. FMCSA continues to work closely with the States that still have outstanding preliminary nonconformity determinations to ensure strict compliance with FMCSA's CDL issuance requirements.

In accordance with Section E.O. 14286 (Section 5), FMCSA also launched the “Pro-Trucker Package” to improve driver working conditions, increase operational flexibility, and reduce bureaucratic burdens. Key milestones in the package include:

- **Funding Infrastructure:** Advancing over \$275 million in grants to expand truck parking, including \$180 million for Florida's I-4 corridor.
- **Regulatory Relief:** Formally withdrawing the speed limiter rulemaking and initiating a deregulatory initiative to slash red tape and eliminate burdensome regulations without impacting safety. To date, FMCSA has finalized 14 deregulatory rulemaking actions with more planned.
- **Operational Flexibility:** Initiating split-duty and flexible sleeper berth pilot programs to test data-driven Hours of Service flexibility.
- **Modernizing Technology:** Overhauling digital assets, including the DataQ system and the National Consumer Complaint Database.

Finally, to protect the broader supply chain, FMCSA's Special Investigations Unit (SIU) partners with Federal and State law enforcement and intelligence agencies to combat cargo theft and fraud. These partnerships target criminal enterprises that disrupt supply chains, inflate freight costs, and fund illicit activities like narcotics trafficking and human smuggling. Over the past year, this collaborative effort led to major arrests and convictions, processed hundreds of fraud cases, and shut down fraudulent licensing and driver training schools. In addition, the SIU and these partnerships have successfully addressed cabotage violations and removed unsafe drivers from the road.

I hope this information is helpful. If you would like additional information, please feel free to reach out at any time, or your staff may contact Ryan Snyder, Director of Governmental and Legislative Affairs, at ryan.snyder@dot.gov.

Sincerely,



Derek D. Barrs
Administrator