



**U.S. Department of
Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2010

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

**SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS**

**FISCAL YEAR 2010 PERFORMANCE BUDGET
SUBMISSION TO THE OFFICE OF THE SECRETARY
And
OFFICE OF MANAGEMENT AND BUDGET**

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Glossary of Terms

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**FISCAL YEAR 2010 PERFORMANCE BUDGET
SUBMISSION TO THE COMMITTEES ON APPROPRIATIONS**

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 1

Overview

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AGENCY'S OVERVIEW

The Federal Motor Carrier Safety Administration (FMCSA) proposes a fiscal year (FY) 2010 budget request of \$550 million. This request is consistent with the authorization for the last year of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The FMCSA programs funded under SAFETEA-LU have contributed significantly to improved truck and bus safety.

In CY 2007 (the most recent crash data available), the fatality rate from crashes involving large trucks and buses decreased to 0.168 per 100 million vehicle miles traveled (VMT). This represents a decrease for the third consecutive year and suggests that FMCSA is on target to meet its ambitious safety goal of reducing fatalities involving large trucks and buses to a rate of no more than 0.160 fatalities per 100 million VMT by the end of 2011. Additionally, the injury rate for CY 2007 from crashes involving large trucks and buses decreased to 2.72 per 100 million VMT. This rate has improved each year since CY 2000, which represents a 30 percent improvement overall.

The Administration is developing a comprehensive approach for a surface transportation reauthorization. Consequently, the FY 2010 Budget Request contains no policy recommendations for programs subject to reauthorization. Instead, the budget request conservatively displays baseline funding levels for all SAFETEA-LU programs. FY 2010 is a critical year because the Agency will continue implementing significant initiatives such as the Comprehensive Safety Analysis 2010 (CSA 2010) and COMPASS (the Agency's information technology reform). CSA 2010 activities are expected to be largely operational by the end of the calendar year. These initiatives will increase the efficiency, effectiveness, and reach of the Agency's core operations by strengthening many aspects of FMCSA's enforcement operations, Information Technology (IT) systems, and business processes.

FY 2010 Priorities: Agency-Wide, Secretarial, and Presidential

A key FMCSA priority for FY 2010 will be to work closely with the Department to develop a comprehensive approach for a surface transportation reauthorization. The increased authorities granted in SAFETEA-LU have allowed FMCSA to positively impact large truck and bus safety. The Agency will seek to build on this foundation in the next authorization legislation. The FMCSA will develop innovative and comprehensive proposals for improving safety in cooperation with Federal and State partners, as well as other important stakeholders.

A vital and far-reaching Agency priority in FY 2010 will be to assimilate the CSA 2010 operational concepts as the Agency's new enforcement business model and to introduce new COMPASS functions to replace legacy software applications and systems. Through CSA 2010, the Agency is redesigning its core enforcement and compliance activities; through COMPASS, the Agency is reengineering the information technology systems supporting these activities. Together, these projects represent a comprehensive modernization of the Agency's key enforcement and business processes. Funding for these projects represents an important commitment to the future effectiveness and efficiency of the Agency.

FY 2010 Agency Priorities:

- **Finalize reauthorization proposals**
- **Incorporate CSA 2010 Op Model into enforcement business process**
- **Expand COMPASS roll-out**
- **Execute new Administration's priorities**

The FMCSA will work to implement and execute the President's priorities of safety, economic recovery, sustainability, and livability. FMCSA is already a leader in safety and will leverage our resources to support these Presidential priorities.

DOT/FMCSA Strategic Goals:

The FMCSA focuses on the following strategic goals:

Safety

The majority (92.5 percent) of the Agency's budget request focuses on reducing large truck and bus crashes. In partnership with the States, FMCSA will invest in the highest impact safety activities and will use grants to enforce commercial truck and bus safety regulations, with special attention to carriers registered to transport the most dangerous hazardous materials (HAZMAT) cargoes and carriers transporting passengers.

Productivity

Although actions supporting commercial motor vehicle productivity make up only 0.7 percent of the overall budget, FMCSA expects that FY 2010 funding will allow the Agency and its State partners to engage consumers and the Household Goods industry in reducing non-compliant practices and to seek new ways to reduce congestion on the Nation's highways through the greater use of emerging safety technologies which inspect the safety credentials of moving CMVs.

Security

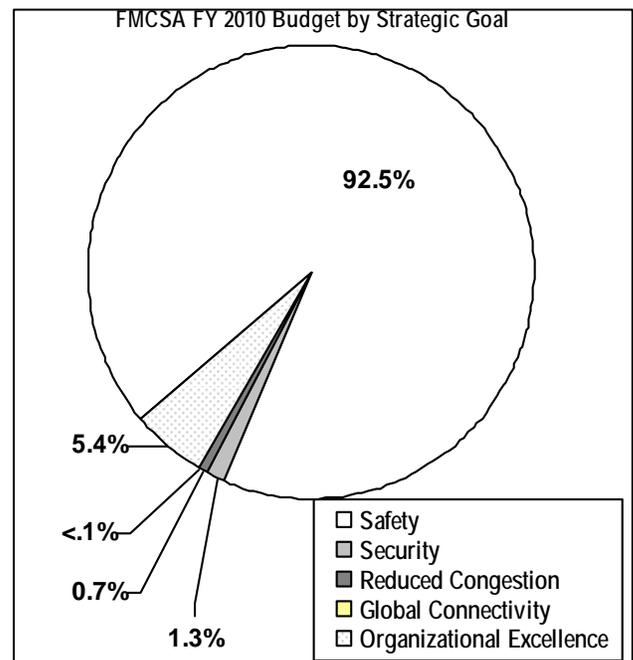
The FMCSA will apply 1.3 percent of its budget to programs that will help identify CMV involvement in the transportation of weapons and contraband, and reduce the industry's vulnerability to threats, violence, and natural disasters. The Agency's focus is safety, but in a time of crisis or a natural disaster we do not shrink from our responsibility to be prepared to contribute. The funds will be used to reduce the security threat associated with HAZMAT transported by CMVs by completing about security contact reviews which will help verify that carriers have effective security plans and countermeasures in place. Carriers which have problems are educated on their vulnerabilities and provided recommendations for countermeasures.

Global Connectivity

The FMCSA's partnership with U.S. Customs and Border Protection (CBP) on the Automated Commercial Environment/International Trade Data Systems (ACE/ITDS) is improving FMCSA's ability to identify and inspect higher risk drivers and carriers at border ports. This program will account for less than 0.1 percent of FMCSA's budget.

Organizational Excellence

The FMCSA will dedicate approximately 5.4 percent of its budget to activities that support the organizational excellence strategic goal, which enhances the internal workings of the Agency through continuous organizational improvement. The Agency's organizational improvement activities will result in the best available training and career opportunities for employees, enhanced cost-control measures, and improved decision-making processes leading to more success in completing the Agency's mission objectives.



FY 2010

FMCSA

Performance Budget Estimates

SECTION 2

Budget Summary
Tables

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**FISCAL YEAR 2010 PERFORMANCE BUDGET
SUBMISSION TO THE COMMITTEES ON APPROPRIATIONS**

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EXHIBIT II-1

**COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

**Budget Authority
(\$000)**

| ACCOUNT NAME | FY 2008 ENACTED | FY 2009 ENACTED | FY 2010 REQUEST |
|---|----------------------------|----------------------------|----------------------------|
| Motor Carrier Safety Operations Program | \$229,654 | \$234,000 | \$239,828 |
| Motor Carrier Safety Grants | \$300,000 | \$307,000 | \$310,070 |
| TOTAL | \$529,654 | \$541,000 | \$549,898 |

EXHIBIT II-2

**FY 2010 BUDGET REQUEST BY APPROPRIATION ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

| <u>ACCOUNTS</u> | <u>FY 2008 ACTUAL</u> | <u>FY 2009 ENACTED</u> | <u>FY 2010 REQUEST</u> |
|---|---------------------------|----------------------------|----------------------------|
| Motor Carrier Safety Operations & Programs | \$229,654 | \$234,000 | \$239,828 |
| Operating Expenses | \$172,200 | \$177,500 | |
| Research & Technology | \$8,900 | \$8,500 | |
| Information Management | \$33,829 | \$34,445 | |
| Regulatory Development | \$10,725 | \$9,680 | |
| Outreach & Education | \$3,000 | \$2,875 | |
| CMV Operators Grants | \$1,000 | \$1,000 | |
| Motor Carrier Safety Grants | \$300,000 | \$307,000 | \$310,070 |
| MCSAP Grants | \$202,000 | \$209,000 | |
| Border Enforcement Grants | \$32,000 | \$32,000 | |
| CDL Improvement Grants | \$25,000 | \$25,000 | |
| CVISN Grants | \$25,000 | \$25,000 | |
| PRISM Grants | \$5,000 | \$5,000 | |
| Safety Data Improvement Grants | \$3,000 | \$3,000 | |
| CDLIS Grants | \$8,000 | \$8,000 | |
| TOTALS: | \$529,654 | \$541,000 | \$549,898 |
| [Discretionary] | | | |
| [Mandatory] | \$529,654 | \$541,000 | \$549,898 |

RECEIPTS FROM NON-FEDERAL SOURCES

| | | | |
|--|-----------------|-----------------|-----------------|
| Motor Carrier Safety Operations & Programs | \$15,245 | \$15,500 | \$15,800 |
| TOTALS: | \$15,245 | \$15,500 | \$15,800 |

PROPRIETARY AND OTHER GOVERNMENTAL RECEIPTS

| | | | |
|--|------------|------------|------------|
| Motor Carrier Safety Operations & Programs | N/A | N/A | N/A |
| TOTALS: | \$0 | \$0 | \$0 |

EXHIBIT II-3

FY 2010 BUDGET REQUEST RECAP BY ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
BUDGET AUTHORITY
(\$000)

| <u>ACCOUNTS</u> | <u>Mandatory/ Discretionary</u> | <u>FY 2008 ENACTED</u> | <u>FY 2009 ENACTED</u> | <u>FY 2010 REQUEST</u> |
|--|-------------------------------------|----------------------------|----------------------------|----------------------------|
| Motor Carrier Safety Operations & Programs | M | \$229,654 | \$234,000 | \$239,828 |
| Motor Carrier Safety Grants | M | \$300,000 | \$307,000 | \$310,070 |
| TOTALS: | | \$529,654 | \$541,000 | \$549,898 |
| [Mandatory] | | \$529,654 | \$541,000 | \$549,898 |

EXHIBIT II-4

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
 FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
 Appropriations, Obligation Limitations, and Exempt Obligations
 (\$000)

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

| ENACTED | SHOW AS NON ADDS | | | | | | | | | | | SHOW AS NON ADDS | | | | FY 2010 Current Services |
|--|----------------------------|------------------------------|---------------------------------|-----------------|--------------------|--------------|------------------------------|----------------------------|-------------------------|--------------------------|------------------------------------|-------------------------------------|------------------------------------|--|----------------|--------------------------------|
| | FY 2009 PC&B by Program | FY 2009 # FTE Per Program | FY 2009 Contract Expenses | 2009 Pay Adj | 2010 Pay Raises | GSA Rent | WCF Increase/ Decrease | Technical Adjustment 2/ | Inflation/ Deflation | FY 2010 Adjusted Base | Program Increases/ Decreases | FY 2009 PC&B Program Increase | FY 2009 FTE Program Increase | FY 2009 Contract Program Increases | | |
| ADMINISTRATIVE EXPENSES | | | | | | | | | | | | | | | | |
| PERSONNEL RESOURCES (FTE) | 1,062 | | | | | | | | | | | | | | | |
| Direct FTE | 1,062 | | | | | | | | 1,062 | | | | | | 1,062 | |
| GENERAL OPERATING EXPENSES | | | | | | | | | | | | | | | | |
| Personnel Pay, Compensation & Benefits (10) | 110,224 | | | 1,027 | 1,653 | | | | 112,904 | | | | | | 112,904 | |
| Contractual Services & Supplies (20) | | | | | | | | | | | | | | | | |
| Travel (21) | 13,328 | | | | | | | 67 | 13,395 | 500 | | | 500 | | 13,895 | |
| Transportation (22) | 688 | | | | | | | 3 | 691 | | | | | | 691 | |
| Rent/Comm/Util (23) | 6,510 | | | | | | | 33 | 6,543 | | | | | | 6,543 | |
| Printing/Reproductions (24) | 1,816 | | | | | | | 9 | 1,825 | | | | | | 1,825 | |
| Other Services (25) | 24,482 | | | | | | | 122 | 24,604 | 1,495 | | | 1,495 | | 26,099 | |
| Supplies (26) | 1,044 | | | | | | | 5 | 1,049 | | | | | | 1,049 | |
| Equipment (31) | 2,297 | | | | | | | 11 | 2,308 | | | | | | 2,308 | |
| GSA Rent (23.1) | 11,451 | | | | | 229 | | | 11,680 | | | | | | 11,680 | |
| WCF/IT Franchise Fund | 5,660 | | | | | | 396 | | 6,056 | | | | | | 6,056 | |
| OPERATIONS TOTAL | 177,500 | | | 1,027 | 1,653 | 229 | 396 | 0 | 251 | 181,055 | 1,995 | 0 | 0 | 1,995 | 183,050 | |
| CONTRACT ACTIVITIES | | | | | | | | | | | | | | | | |
| Research & Technology Program | 8,500 | | | | | | | | 43 | 8,543 | | | | | 8,543 | |
| Information Management Program | 34,445 | | | | | | | | 172 | 34,617 | | | | | 34,617 | |
| Regulatory Development Program | 9,680 | | | | | | | | 48 | 9,728 | | | | | 9,728 | |
| Outreach & Education | 2,875 | | | | | | | | 14 | 2,889 | | | | | 2,889 | |
| PRISM Operations | 0 | | | | | | | | 0 | 0 | | | | | 0 | |
| TOTAL | 55,500 | | | | | | | | 278 | 55,778 | 0 | 0 | 0 | 0 | 55,778 | |
| GRANTS | | | | | | | | | | | | | | | | |
| CMV Operators Grants | 1,000 | | | | | | | | | 1,000 | | | | | 1,000 | |
| GRANTS TOTAL | 1,000 | | | | | | | | | 1,000 | | | | | 1,000 | |
| OPERATIONS & PROGRAMS ACCOUNT TOTAL | 234,000 | 0 | 0 | 0 | 1,027 | 1,653 | 229 | 396 | 0 | 528 | 237,833 | 1,995 | 0 | 0 | 1,995 | 239,828 |

MOTOR CARRIER SAFETY GRANTS

| | | | | | | | | | | | | | | | | |
|-------------------------------|----------------|----------|----------|----------|--------------|--------------|------------|------------|----------|------------|----------------|--------------|----------|----------|--------------|----------------|
| GRANTS | | | | | | | | | | | | | | | | |
| MCSAP | 209,000 | | | | | | | | | | | | | | | |
| Basic/Incentive | 162,388 | | | | | | | | | | | | | | | |
| High Priority (up to \$15M) | 15,000 | | | | | | | | | | | | | | | |
| New Entrant (up to \$29M) | 29,000 | | | | | | | | | | | | | | | |
| Admin Take Down (up to 1.25%) | 2,613 | | | | | | | | | | | | | | | |
| CDL Improvement | 25,000 | | | | | | | | | | | | | | | |
| Border Enforcement Grants | 32,000 | | | | | | | | | | | | | | | |
| PRISM | 5,000 | | | | | | | | | | | | | | | |
| CVISN | 25,000 | | | | | | | | | | | | | | | |
| Safety Data Improvement | 3,000 | | | | | | | | | | | | | | | |
| CDLIS | 8,000 | | | | | | | | | | | | | | | |
| GRANTS ACCOUNT TOTAL | 307,000 | | | | | | | | 0 | 0 | 307,000 | 3,070 | | | 3,070 | 310,070 |
| GRAND TOTAL | 541,000 | 0 | 0 | 0 | 1,027 | 1,653 | 229 | 396 | 0 | 528 | 544,833 | 5,065 | 0 | 0 | 5,065 | 549,898 |

EXHIBIT II-4A

FY 2010 WORKING CAPITAL FUND
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, Exempt Obligations and Reimbursable Obligations
(\$000)

| | FY 2009 PRES. BUD. | FY 2010 REQUEST | CHANGE |
|--|-------------------------------|----------------------------|---------------|
| <u>DIRECT:</u> | | | |
| Motor Carrier Safety Operations & Programs | \$5,660 | \$6,056 | \$396 |
| TOTALS: | \$5,660 | \$6,056 | \$396 |
| <u>REIMBURSABLE:</u> | | | |
| TOTAL | \$5,660 | \$6,056 | \$396 |

EXHIBIT II-5

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
PERSONNEL RESOURCES - SUMMARY
TOTAL FULL-TIME EQUIVALENTS

| | <u>FY 2008</u> <u>ACTUAL</u> | <u>FY 2009</u> <u>ENACTED</u> | <u>FY 2010</u> <u>REQUEST</u> |
|---|---------------------------------|----------------------------------|----------------------------------|
| <u>DIRECT FUNDED BY APPROPRIATION</u> | | | |
| Motor Carrier Safety Operations & Programs (MCSOP) | 1,062 | 1,062 | 1,062 |
| SUBTOTAL, DIRECT FUNDED | 1,062 | 1,062 | 1,062 |
| <u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u> | | | |
| Reimbursements and 'Other' | | | |
| Motor Carrier Safety Operations & Programs (MCSO&P) | 57 | 57 | 57 |
| Allocations from other Organizations | | | |
| Motor Carrier Safety Operations & Programs (MCSO&P) | 0 | 0 | 0 |
| SUBTOTAL, REIMBURSE./ALLOC./OTH. | 57 | 57 | 57 |
| TOTAL FTE | 1,119 | 1,119 | 1,119 |
| INFO: | | | |
| Allocations to Other Agencies | 0 | 0 | 0 |

EXHIBIT II-6

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
RESOURCE SUMMARY - STAFFING
FULL-TIME PERMANENT POSITIONS

| | FY 2008 ACTUAL | FY2009 OMNIBUS | FY 2010 REQUEST |
|---|---------------------------|---------------------------|----------------------------|
| <u>DIRECT FUNDED BY APPROPRIATION</u> | | | |
| Motor Carrier Safety Operations & Programs (MCSOP) | 1,136 | 1,136 | 1,136 |
| SUBTOTAL, DIRECT FUNDED | 1,136 | 1,136 | 1,136 |
| <u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u> | | | |
| Reimbursements and 'Other' | | | |
| Motor Carrier Safety Operations & Programs (MCSO&P) | 61 | 61 | 61 |
| Allocations from other Organizations | | | |
| Motor Carrier Safety (LAE) | | | |
| SUBTOTAL, REIMBURSE./ALLOC./OTH. | 61 | 61 | 61 |
| TOTAL POSITIONS | 1,197 | 1,097 | 1,197 |

INFO:

Allocations to Other Agencies

FTP numbers do not change in relation to positions filled.

EXHIBIT II-7

FY 2009 BUDGET REQUEST RECAP BY ACCOUNT
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
OUTLAYS
(S000)

| <u>ACCOUNTS</u> | <u>FY 2008 ACTUAL</u> | <u>FY 2009 ENACTED</u> | <u>FY 2010 REQUEST</u> |
|--|---------------------------|----------------------------|----------------------------|
| Motor Carrier Safety Operations & Programs | 225,000 | 309,000 | 240,000 |
| Motor Carrier Safety Grants | 256,000 | 402,000 | 308,000 |
| TOTALS: | 481,000 | 711,000 | 548,000 |
| [Discretionary] | 481,000 | 711,000 | 548,000 |

FY 2010

FMCSA

Performance Budget Estimates

SECTION 3

Budget

by

Appropriation Account

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**FISCAL YEAR 2010 PERFORMANCE BUDGET
SUBMISSION TO THE COMMITTEES ON APPROPRIATIONS**

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Motor Carrier Safety Grants

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 3A

Motor Carrier Safety
Operations & Programs

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MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS

Appropriation Language

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Trust Funds

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in the implementation, execution and administration of the motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109-59, [\$234,000,000] \$239,828,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: Provided, That none of the funds derived from the Highway Trust Fund in this Act shall be available for the implementation, execution or administration of programs the obligations for which are in excess of [\$234,000,000] \$239,828,000, for "Motor Carrier Safety Operations and Programs." of which ~~\$7,724,000~~, to remain available until September 30, 2011, is for the research and technology program and \$1,000,000 shall be available for commercial motor vehicle operator's grants to carry out section 4134 of Public Law 109-59: Provided further, That notwithstanding any other provision of law, none of the funds under this heading for outreach and education shall be available for transfer: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS

Appropriation Summary by Program Activity (\$000)

| | <u>FY 2008</u> <u>Enacted</u> | <u>FY 2009</u> <u>Enacted</u> | <u>FY 2010</u> <u>Budget</u> |
|--------------------------|----------------------------------|----------------------------------|---------------------------------|
| TOTAL | \$229,654 | \$234,000 | \$239,828 |
| FTE Direct Funded | 1,062 | 1,062 | 1,062 |

Appropriation Overview & Justification

This account provides the necessary resources to support motor carrier safety program activities and maintain the Agency's administrative infrastructure. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the borders with Mexico and Canada. This will ensure that all carriers entering the U.S. are in compliance with the Federal Motor Carrier Safety and Hazardous Materials Regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS

Summary Analysis of Change from FY 2009 Enacted to FY 2010 (\$000)

| Item | Change from FY 2009 Enacted to FY 2010 | PC&B | FTE | Contract Cost | Appropriation Total |
|---|--|--------------------|----------------|--------------------|------------------------|
| FY 2009 BASE | | | | | |
| Motor Carrier Safety Operations & Programs | | [\$110,224] | [1,062] | [\$123,776] | \$234,000 |
| Adjustment to Base | | | | | |
| Salaries and Benefits | \$2,680 | [\$2,680] | | | |
| Contractual Services & Supplies | \$1,153 | | | | |
| <i>Travel</i> | \$67 | | | [\$67] | |
| <i>Transportation</i> | \$3 | | | [\$3] | |
| <i>Rent/Comm/Util</i> | \$33 | | | [\$33] | |
| <i>Printing/Reproduction</i> | \$9 | | | [\$9] | |
| <i>Other Service</i> | \$122 | | | [\$122] | |
| <i>Contracted Services</i> | \$278 | | | [\$278] | |
| <i>Supplies</i> | \$5 | | | [\$5] | |
| <i>Equipment</i> | \$11 | | | [\$11] | |
| <i>GSA Rent</i> | \$229 | | | [\$229] | |
| <i>Working Capital Fund</i> | \$396 | | | [\$396] | |
| Subtotal Adjustments To Base | \$3,833 | [\$2,680] | | [\$1,153] | \$3,833 |
| New or Expanded Programs | | | | | |
| Salaries and Benefits | | | | | |
| Contractual Services & Supplies | \$1,995 | | | | |
| <i>Travel</i> | \$500 | | | [\$500] | |
| <i>Transportation</i> | \$0 | | | [\$0] | |
| <i>Rent/Comm/Util</i> | \$0 | | | [\$0] | |
| <i>Printing/Reproduction</i> | \$0 | | | [\$0] | |
| <i>Other Service</i> | \$1,495 | | | [\$1,495] | |
| <i>Contracted Services</i> | \$0 | | | [\$0] | |
| <i>Supplies</i> | \$0 | | | [\$0] | |
| <i>Equipment</i> | \$0 | | | [\$0] | |
| <i>GSA Rent</i> | \$0 | | | [\$0] | |
| <i>Working Capital Fund</i> | \$0 | | | [\$0] | |
| Subtotal Adjustments To Base | \$1,995 | | | [\$1,995] | \$1,995 |
| TOTAL Adjustment To Base | \$5,828 | [\$2,680] | | [\$3,148] | \$5,828 |
| FY 2009 REQUEST | | [\$112,904] | [1,062] | [\$126,924] | \$239,828 |

The Administration is currently developing a comprehensive surface transportation reauthorization proposal. Consequently, this budget contains no policy recommendations for new programs subject to reauthorization including the Federal Motor Carrier Safety Administration's Operations & Programs appropriation account.

In accordance with the Omnibus Appropriations Act, 2009 (P.L. 111-8, 123 Stat. 524), FMCSA has terminated the cross-border demonstration project for Mexican-domiciled carriers. The President has tasked the Secretary of Transportation to work with the U.S. Trade Representative and the Department of State, along with leaders in Congress and Mexican officials, to propose legislation creating a new trucking project that will meet the legitimate concerns of Congress and NAFTA commitments.

Detailed Justification for Operating Expenses and Programs

| Operating Expenses and Programs | FY 2010: \$239.8 M |
|--|--------------------|
| <p>Overview: This appropriation supports Agency general operating expenses, along with critical commercial motor vehicle (CMV) regulatory, enforcement, compliance, research, outreach, information management, and data analysis activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways.</p> | |
| <p>FY 2009 Base: Operating expenses fund salaries and benefits, as well as travel, communications, rents, utilities, services, supplies, equipment, field operations, oversight, and headquarters operations to support a nationwide safety and security workforce with offices in all 50 States and the District of Columbia. In FY 2009, this appropriation will support critical program areas such as regulatory development, outreach and education, CMV Operator's Grants, research and technology, and information management.</p> | |
| <p>Anticipated FY 2009 accomplishments:</p> <p>Regulatory development and oversight provide the foundation for FMCSA's compliance and enforcement operations. Effective compliance is based on effective and coherent regulations, standards, and rules that communicate clearly the safety value of implementation. FMCSA will complete the Plain English Driver Assistance Literature (PEDAL), ongoing regulatory and policy development, as well as subject-matter guidance and outreach to stakeholders and partners. FMCSA will propose changes to regulatory programs reviewed under its evaluation function to make FMCSA regulations more effective and timely.</p> <p>Enforcement and Compliance activities promote adherence with the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs), and ensure unsafe carriers are removed from the Nation's highways. Targeted enforcement, driven by performance data, is FMCSA's primary strategy for meeting its safety goals. FMCSA will implement the new entrant and intermodal chassis rule provisions fully and carry out the maximum fine. The Agency will continue work on the Drug & Alcohol testing refusal database and proactively enforce the return to duty provisions for drivers who test positive for drugs. FMCSA will ensure that Level III inspections continue to be prioritized during roadside inspections, emphasizing driver safety. FMCSA will</p> | |

continue to transition to the enforcement strategies from the Comprehensive Safety Analysis (CSA) 2010 initiative, including increasing targeting carriers and drivers and off-site interventions. FMCSA will continue to implement key SAFETEA-LU provisions such as placing carriers out of service for receiving an unsatisfactory safety rating and revoking interstate operating authority that impacts intrastate operations. FMCSA is using technology to ensure that Mexico-domiciled carriers authorized to operate in commercial zones along the U.S-Mexico border, and Canada-domiciled carriers authorized to operate throughout the U.S. are compliant. This data exchange, through the Automated Commercial Environment/International Trade Data System (ACE/ITDS), between foreign carriers and U.S. Government data systems will allow FMCSA to better identify poor safety performing foreign motor carriers, drivers, and vehicles so that they may be subjected to inspections and enforcement actions before entering the U.S.

An important part of FMCSA's overall highway safety mission involves commercial passenger vehicles. The commercial passenger-carrier industry plays a vital role in our Nation's transportation network. FMCSA estimates that bus travel grew three to seven percent annually in recent years. Each year more than 34,000 commercial motor carriers provide over 700 million passenger trips, giving commercial bus travel the same breadth as commercial air travel. This sector affords greater mobility and economic opportunity to thousands of Americans with no other means of transportation, and provides a critical link in the chain of intercity intermodal transportation by providing service to airports, seaports, and railways. Although motorcoaches are one of the safest forms of commercial passenger transportation, the results of a motorcoach crash or fire can have catastrophic consequences, including multiple deaths, injuries, and significant property damage. To this end, FMCSA issues, administers, and enforces the FMCSR's on commercial interstate passenger carriers and drivers operating vehicles designed or used to transport more than eight passengers. FMCSA will continue development of a new version of the Passenger Carrier Prioritization System that includes non-motorcoach passenger carriers (including 9-15 passenger vehicle operators, school bus contractors, and mini-bus operations). The FMCSA will complete safety interventions such as compliance reviews, based on a high risk carrier prioritization system, on motor coach companies that have less than satisfactory safety ratings or have been identified as continuing to pose a highway safety risk. To further decrease fatalities, FMCSA will continue to improve bus data and reduce fires through a continued working relationship with the National Highway Traffic Safety Administration (NHTSA). The Agency will continue to conduct new entrant safety audits on passenger carriers within nine months of beginning operations, and carry out the enforcement and compliance provisions in the 2009 memorandum of understanding with the Department of Justice specific to the Over the Road Bus Accessibility Act. FMCSA will work with state partners to include a bus inspection component for every state Commercial Vehicle Safety Plan (CVSP), a component of our major safety grant program.

The FMCSA will ensure that motorcoach inspections are conducted across the country and at the borders. During FY 2009, FMCSA will institute a process where by every new passenger carrier that applies for operating authority will undergo a more intensive vetting process to ensure that carriers with safety problems do not reform as "chameleon" carriers (a "chameleon" carrier is one that provides false or misleading information or that conceals material information in connection with the registration process in order to evade enforcement action and/or out-of-service orders issued against it in the past by the Agency).

Another important enforcement responsibility FMCSA has is hazardous materials (HAZMAT) safety and permitting. FMCSA accomplishes this through various enforcement interventions such as HAZMAT compliance reviews, shipper reviews, cargo tank facility reviews, package inspections, and vehicle inspections to ensure compliance with the Federal Hazardous Materials Regulations (FHMRS). FMCSA partners with the Pipeline and Hazardous Materials Safety Administration

(PHMSA) to ensure HAZMAT is transported in a safe and secure manner. FMCSA and PHMSA have developed systems to share HAZMAT information to support enforcement activities. FMCSA will conduct prioritized interventions, as listed above, and roadside strike force enforcement to verify PHMSA registration, proper HAZMAT Safety Permit (HMSP) and safety compliance. FMCSA will begin implementing a new HAZMAT shipper prioritization program based on research completed in FY 2009. The Agency will continue research into a methodology for identifying high risk HAZMAT shippers, service life of cargo tanks, cargo tank design, and research to update FMCSA's current HAZMAT risk assessment. FMCSA will deliver to the HAZMAT industry outreach materials to address crashes involving cargo tank rollovers. The HAZMAT outreach initiative, based on findings of a FMCSA crash study, will target CMV drivers who transport HAZMAT in cargo tanks and address risk factors concerning rollovers of cargo tank motor vehicles. The Agency will complete development of the training curriculum for the mandated Sanitary Foods Transportation Act. FMCSA will automate a carrier validation system for HAZMAT shippers to confirm that HAZMAT motor carriers that transport permitted materials possess a current and valid HAZMAT Safety Permit (HMSP). FMCSA will also continue to conduct cargo tank facility reviews and HAZMAT package inspections.

In 2008, the DOT's Office of the Inspector General (OIG) identified the need for improved oversight of the Commercial Driver's License (CDL) program as a Departmental Management Challenge with fraud being the most significant problem facing the states. FMCSA will continue to follow the current schedule of conducting a review of all state CDL programs every 3 ½ years. The Agency will conduct focused reviews as needed to address specific state activities that may have compliance problems. FMCSA will continue an emphasis on outreach to its state MCSAP state partners regarding recent changes to the CDL regulations being implemented through rulemaking. FMCSA's goal for FY 2009 is to increase field staff involvement in the program and conduct an abbreviated review of each state's program at least once a year.

The CMV Operators grant was created to provide an incentive to support quality training for CMV operators. These funds are intended for community colleges, truck driver training schools, or individuals. Because driver behavior was identified as the most prominent cause of truck crashes, these funds are critical in achieving the Agency's goal of reducing large truck and bus related fatalities.

In FY 2009, FMCSA will provide continued operations and maintenance, enhancements, hardware, software, training, and technical support of Agency systems. The Agency will complete the deployment of single sign-on to all safety systems, which will reduce the time users spend signing on to various different systems to get data. This will free up time to spend on safety-related activities.

New functionality will simplify the registration and licensing process for carriers, improve detection of chameleon carriers and enhance data quality. The FY 2009 activities will focus on functionality required to support the New Entrant Rule. These activities will include functionality for applicants to access robust online content; apply new entrant customer correspondence and notification updates, workflow, and rules engines that can be used to identify and send alerts for chameleon carriers; and a Customer Service Portal view to meet new entrant needs.

In FY 2009, COMPASS will support one of the key functionalities required by CSA 2010, a new way to prioritize enforcement actions. Initially, this functionality will be limited to a specific group of carriers, but will be expanded to all carriers by the end of 2010. Functionality will provide visibility to carriers' safety scores as defined by CSA 2010's Behavioral Analysis and Safety Improvement Categories (BASICS) algorithm, and assignment of CSA-defined interventions will enhance targeting of unsafe carriers resulting in improved safety.

In FY 2009, FMCSA will work with its state partners to increase the number of states that achieve “green” or good status for timeliness, accuracy, and completeness criteria in the area of data management. FMCSA will conduct offsite state data quality assessments to assist in this process. The Agency will complete onsite data quality reviews with states to assess the relative quality of crash and inspection data collection and reporting at the state level. FMCSA will produce motor carrier safety statistics based on crash and roadside inspection data and will provide motor carriers safety information online to the general public through its Analysis and Information website.

In FY 2009, FMCSA will improve security through safety initiatives that aim to produce safer drivers, improve safety of CMVs, produce safer carriers, advance safety through research, technology, analysis, and information-based initiatives.

To Produce Safer Drivers, FMCSA will complete 10 Research and Technology (R&T) studies, including a new FMCSA website section that provides Defensive Driving Tips for Fleet Safety Managers and CMV drivers based on a naturalistic driving video. The Agency will pilot test a low-cost onboard video-event recorder system, the DriveCam system, to improve driver performance. The pilot test will be conducted with two motor carriers and 100 commercial vehicles. FMCSA will conduct a driver distraction study in commercial vehicle operations, complete an assessment of the cost and safety benefits of implementing the North American Fatigue Management Program, and complete a study that examines the effectiveness of the current 34-hour restart provision under best and worst case schedules.

To improve safety of CMVs, FMCSA will complete four studies including an assessment of occupational exposures faced by CMV drivers. This study simultaneously measured air pollution concentrations, noise, and vibration inside truck cabs and sleeping berths while driving at different speeds and idling at a truck stop. The Agency will conduct a study to identify factors that affect the service life of cargo tanks which will provide recommended guidelines for testing, inspection, assembly, and repairing cargo tanks, as well as information needed to update the FMCSRs regarding cargo tanks. FMCSA will complete an Industry Demographics Report that will analyze investment and deployment patterns, examine operational differences and issues, develop strategies to accelerate onboard safety systems (OSS) deployment, and document training requirements, maintenance issues, driver perspectives, and other factors. The Agency will complete an OSS Assessment Report that will focus on a survey of the industry’s awareness of, use of, and satisfaction with these systems, their rate of deployment, the number of suppliers, and the associated costs and benefits. These activities will provide the needed performance based information required for FMCSA to appropriately promote the use of these devices in order to achieve improvement in overall safety.

To advance safety through information-based initiatives, FMCSA will complete four studies including an HAZMAT Shipper Prioritization study, which developed an algorithm to identify HAZMAT shippers that should receive safety compliance reviews. The Agency will expand on the HAZMAT Serious Crash Analysis, which will provide more detail on the factors that contribute to serious crashes involving HAZMAT. FMCSA will deliver a Report to Congress on the Motor Carrier Efficiency Study.

The FMCSA is responsible for the technical training of each federally funded motor carrier safety enforcement official to ensure they are qualified to enforce the FMCSRs, FHMRs, and other Federal laws, and regulations, to improve the safety of truck and bus transportation and the shipment of HAZMAT. These include Federal and state safety investigators, auditors, and inspectors. This training encompasses all CMV enforcement personnel including new hires, experienced enforcement

officials, specialists, and program managers, and includes border operations training and other border related training of the above material. In FY 2009, FMCSA's National Training Center (NTC) will place new emphasis on evaluating courses, ensuring the placement of a multi-disciplined staff and full-time instructors whose collective skills and disciplines will combine to better meet its customers' diverse needs. Initiatives include establishing a team to work exclusively on integrating training with CSA 2010. The Agency will standardize the development of high quality courses using instructional systems design methodologies with the long-term goal of gaining accreditation for all key courses. FMCSA will add a capability to provide "on-demand" quick-turn around training, and will be taking aggressive steps to improve the learning environments at the metropolitan DC facility and the Austin, Texas location. The modernization effort will include implementing the most modern instructional approaches, such as distance learning and avatar based learning environments. To ensure that the Agency has a well-documented long-term plan for enhancing its training program, it will publish the first training strategic plan, which outlines FMCSA's training, vision, goals, strategies, and measures of performance. The updated course materials, better techniques to facilitate adult learning, and integration of appropriate technology will ensure that the Agency produces highly proficient and capable motor carrier safety professionals and practitioners.

The FMCSA also conducts outreach and education activities, in support of DOT's and the Agency's strategic goals, through partnering with other DOT agencies, states, safety advocates, enforcement and industry stakeholders to inform and heighten public awareness and appreciation about the safe operation and best driver safety practices for both CMVs and passenger vehicles. In FY 2009, FMCSA will continue the Ticketing Aggressive Cars and Trucks (TACT) Program in selected states with the highest fatality and crash rates to demonstrate the effectiveness of combining high-visibility enforcement with education, communications, and evaluation. FMCSA will continue to conduct a National Occupant Protection Use Survey (NOPUS) of safety belt use among CMV drivers in order to measure the effectiveness of the CMV Safety Belt Outreach Program. FMCSA will highlight CMV safety belt outreach and enforcement activities during Roadcheck 2009. Roadcheck is the largest targeted enforcement program on commercial vehicles in North America, with approximately 14 trucks or buses being inspected, on average, every minute from Canada to Mexico during a 72-hour period in early June. Approximately 8,522 Commercial Vehicle Safety Alliance (CVSA)-certified inspectors at 1,850 locations across North America perform the truck and bus inspections. FMCSA will continue the CMV Safety Belt Partnership for development and dissemination of outreach material and strategies to increase CMV safety belt usage. The Agency will continue to translate designated outreach materials into Spanish and French. FMCSA will continue to research, design, and develop education and training materials concerning passenger safety for bus companies and their drivers. The Agency will continue to develop and implement educational materials in support of FMCSA's Medical Examiner's Program.

Tasked by Congress, FMCSA works to ensure efficient motor carrier operations and to protect consumers from unscrupulous operating practices through reducing the abusive operating practices of rogue movers against individual household goods shippers. The Agency will investigate and more fully vet new applicants who apply for interstate HHG carrier authority to prevent carriers with poor records from forming under different carrier names. FMCSA will expand its enforcement efforts to include web site investigations in which a review is conducted of carriers' or brokers' internet advertisements to ensure their compliance with commercial regulations. FMCSA will conduct full safety interventions on HHG carriers that receive a high volume of complaints and are listed on the high risk (A/B) safety violation list. The Agency will conduct targeted HHG reviews on carriers that do not implement an arbitration program as required by regulations. FMCSA will continue to maintain the HHG hotline and respond to HHG complaints in a timely manner.

The FMCSA is also committed to provide an adaptable, world-class mission-oriented organizational infrastructure that supports the FMCSA mission and strategic goals. The Agency will continue activities for improvement that will result in a more highly-trained and motivated workforce, enhanced cost-control measures, and improved decision-making processes.

For FY 2010, the Budget includes \$239.8 million

A baseline amount of \$239.9 million is included in the FY 2010 Budget for Motor Carrier Safety Operations and Programs. The Administration is developing a comprehensive approach for surface transportation reauthorization, and will work with Congress in developing a legislative framework to support critical motor carrier program activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways. These activities will include nationwide motor carrier safety and consumer enforcement interventions, including enforcement activities at the U.S. borders with Mexico and Canada.

Regulations and oversight activities provide the foundation for FMCSA's compliance and enforcement operations. Compliance begins with effective regulations, standards, and rules that communicate clearly the safety value of implementation. FMCSA anticipates completing a major rulemaking regarding Entry-Level Driver Training, initiate a wide-ranging review and revision of regulatory guidance associated with CMV regulations, and review all aspects of fatigue-management, driver distraction, and other driver performance factors as they relate to CMV drivers. The Agency will continue ongoing regulatory and policy development as well as subject-matter guidance and outreach to stakeholders and partners.

Enforcement and Compliance activities help promote compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and ensure unsafe carriers are removed from the Nation's highways. Targeted enforcement, driven by data, is currently FMCSA's primary strategy for meeting its safety goals. FMCSA anticipates implementing the new entrant and intermodal rule provisions fully and carry out the maximum fine recommendations of the Office of the Inspector General (OIG) and Government Accountability Office (GAO). The Agency will continue work on the Drug & Alcohol testing refusal database and proactively enforce the return to duty provisions for drivers who test positive for drugs. FMCSA will continue efforts to increase field activity in safety interventions such as roadside inspections, compliance reviews, safety audits, household goods safety compliance reviews, and successor liability enforcement. FMCSA focuses enforcement efforts on high risk carriers. The Agency is also responsible for ensuring that CMVs entering the U.S. from a foreign country are compliant with all commercial vehicle safety rules and regulations. FMCSA uses technology to ensure that Mexico-domiciled carriers authorized to operate in commercial zones along the U.S-Mexico border, and Canada-domiciled carriers authorized to operate throughout the U.S. are compliant. Data exchange, through the Automated Commercial Environment/International Trade Data System (ACE/ITDS), between foreign carriers and U.S. Government data systems will allow FMCSA to better identify unsafe foreign motor carriers, drivers, and vehicles so that they may be subjected in inspections and enforcement actions before entering the U.S.

An important part of FMCSA's overall highway safety mission involves commercial passenger vehicles. The commercial passenger-carrier industry plays a vital role in our Nation's transportation network. FMCSA estimates that bus travel has been growing three to seven percent annually in recent years. Each year more than 34,000 commercial motor carriers accomplish over 700 million passenger trips annually, giving commercial bus travel the same breadth as commercial air travel. This sector affords greater mobility and economic opportunity to thousands of Americans with no other means of

transportation, and provides a critical link in the chain of intercity intermodal transportation by providing service to airports, seaports, and railways. Although motorcoaches are one of the safest forms of commercial passenger transportation, the results of a motorcoach crash or fire can have catastrophic consequences, including multiple deaths, injuries, and significant property damage. To this end, FMCSA issues, administers, and enforces the FMCSR's on commercial interstate passenger carriers and drivers operating vehicles designed or used to transport more than eight passengers. FMCSA will continue the passenger carrier vetting system to ensure that all applicants are fit, willing, and able to comply with the regulations. Dismissed carrier applications are directed to FMCSA division offices to assure that unauthorized operations are not occurring. The enforcement provisions of the Over the Road Bus Accessibility Act will be implemented fully and data will be maintained on carriers that have their authority suspended or revoked for non-compliance. In coordination with state partners, FMCSA conducts passenger carrier field strike forces, destination inspections, and terminal reviews on a national basis. In partnership with the Department of Justice, compliance review data will be collected on passenger carrier adherence to the American's with Disabilities Act.

Another important enforcement responsibility FMCSA has is hazardous materials (HAZMAT) safety and permitting. FMCSA accomplishes this through various enforcement interventions such as HAZMAT compliance reviews, shipper reviews, cargo tank facility reviews, package inspections, and vehicle inspections to ensure compliance with the Federal Hazardous Materials Regulations (FHMRS). FMCSA partners with the Pipeline and Hazardous Materials Safety Administration (PHMSA) to ensure HAZMAT is transported in a safe and secure manner. FMCSA and PHMSA have developed systems to share HAZMAT information to support enforcement activities. FMCSA conducts prioritized interventions, as listed above, and roadside strike force enforcement to verify PHMSA registration, proper HAZMAT Safety Permit (HMSP) and safety compliance. The Agency conducts HAZMAT package inspections, cargo tank facility reviews, and vehicle inspections and will expand its partnerships with the HAZMAT industry by presenting cargo tank facility compliance information, presenting the results of research into the service life of cargo tanks, and promoting and communicating traffic enforcement efforts to reduce the incidents of rollover crashes. Additionally, FMCSA conducts security sensitivity visits (SSVs) and security contact reviews (SCRs) as part of its regular safety interventions of HAZMAT carriers.

The FMCSA's CDL activities build on prior accomplishments and ensure that states are in compliance with the current and newly effective CDL requirements to prevent fraud. The DOT's Office of the Inspector General (OIG) identified the need for improved oversight of the CDL program as a Departmental Management Challenge with fraud being the significant problem within the states.

The FMCSA is a data-driven, citizen-centered organization. Information management activities ensure FMCSA maintains maximum operational effectiveness and efficiency necessary to make safety program decisions and uses the highest quality data possible to perform sound statistical, economic, and environmental analyses. FMCSA is undergoing a modernization of its information technology systems to provide additional features and interfaces, allowing for greater monitoring of motor carriers.

The FMCSA research and technology activities are key factors in achieving the Agency's goals. The Agency conducts systematic studies which provide robust scientific discovery, knowledge, and understanding of the factors involved in commercial motor vehicle (CMV) crashes. Through these activities, FMCSA adopts, tests, and deploys innovative driver, carrier, vehicle, and roadside best practices and technologies that reduce the number and severity of crashes involving CMVs while enhancing the efficiency of CMV operations.

The FMCSA is solely responsible for the technical training of each federally funded motor carrier safety enforcement official to ensure they are qualified to enforce the FMCSRs, FHMRs, and other Federal laws, regulations, procedures, and policies to improve the safety of truck and bus transportation and the shipment of HAZMAT. These include Federal and state safety investigators, auditors, and inspectors. This training encompasses all CMV enforcement personnel including new hires, experienced enforcement officials, specialists, and program managers, and includes border operations training and other border related training of the above material. FMCSA's National Training Center (NTC) carries out this mission and places emphasis on evaluating courses, ensuring the placement of a multi-disciplined staff and full-time instructors whose collective skills and disciplines will combine to better meet its customers' diverse needs. FMCSA's NTC will focus on standardizing the quality and process for identifying optimal training approaches. The Agency is strengthening partner relationships through collaborative analysis using the learning industry's most respected methodologies and will standardize all training development activities. As courses and curriculums are modernized, FMCSA is exploring the viability of various options for accreditation of the training program and maintaining these high standards in the most efficient and effective manner possible. Security training is another element within our training activities. FMCSA trains Federal and state safety specialists on assessing compliance with security regulations.

The FMCSA also conducts outreach and education activities, in support of DOT's and the Agency's strategic goals, through partnering with other DOT agencies, states, safety advocates, enforcement and industry stakeholders to inform and heighten public awareness and appreciation of the safe operation and best driver safety practices for both CMVs and passenger vehicles. FMCSA will continue to promote awareness and education among CMV drivers regarding safety requirements, programs and activities and the impact of health and wellness in relation to safe driving. With nearly 14 million licensed CMV drivers, it is essential for drivers to understand and value the importance of safety and health. FMCSA will continue Ticketing Aggressive Cars and Trucks (TACT) in selected states with the highest fatality and crash rates to demonstrate the effectiveness of combining high-visibility enforcement with education, communications, and evaluation. The Agency is carrying out efforts to increase safety belt usage among CMV drivers. FMCSA also provides outreach and education on household goods (HHG) that provides consumers with information to protect themselves against dishonest and rogue movers. FMCSA is continuing its outreach initiative with the publishers of the Yellow Book, Yellow Pages, and One Book to feature Protect Your Move Web site information. The Agency is also maintaining its activities with the U.S. Postal Service to reach the more than 40 million consumers filing a change of address form annually.

The FMCSA works to ensure efficient motor carrier operations and to protect consumers from unscrupulous operating practices through reducing the abusive operating practices of rogue movers against individual household goods shippers. The Agency will continue to investigate and more fully vet new applicants who apply for interstate HHG carrier authority to prevent carriers with poor records from reforming under different names. FMCSA is expanding enforcement efforts to include web site investigations in which a review is conducted of carriers' or brokers' internet advertisements to ensure their compliance with commercial regulations. FMCSA conducts full safety interventions on HHG carriers that receive a high volume of complaints and are listed on the high risk (A/B) safety violation list. The Agency will conduct targeted HHG reviews on carriers that do not implement an arbitration program as required by regulations. FMCSA continues to maintain the HHG hotline and respond to HHG complaints in a timely manner.

The FMCSA is also committed to provide an adaptable, world-class mission-oriented organizational infrastructure that supports the FMCSA mission and strategic goals. The Agency aspires to a more highly-trained and motivated workforce, enhanced cost-control measures, and improved decision-making processes.

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 3B

Motor Carrier
Safety Grants

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MOTOR CARRIER SAFETY GRANTS

Appropriation Language

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Trust Funds

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and section 4126 and 4128 of Public Law 109-59, [\$307,000,000] ~~\$310,070,000~~, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of [\$307,000,000] ~~\$310,070,000~~, for "Motor Carrier Safety Grants." ~~of which \$209,000,000 shall be available for the Motor Carrier Safety Assistance Program to carry out section 31102 and 31104(a) of title 49, United States Code; \$25,000,000 shall be available for the Commercial Driver's License Improvements program to carry out section 31313 of title 49, United States Code; \$32,000,000 shall be available for the Border Enforcement grants program to carry out section 31107 of title 49, United States Code; \$5,000,000 shall be available for the Performance and Registration Information System Management program to carry out section 31106(b) and 31109 of title 49 United States Code; \$25,000,000 shall be available for the Commercial Vehicle Information Systems and Networks Deployment program to carry out section 4126 of Public Law 109-59; \$3,000,000 shall be available for the Safety Data Improvement program to carry out section 4128 of Public Law 109-59; and \$8,000,000 shall be available for the Commercial Driver's License Information System Modernization program to carry out section 31309(e) of title 49, United States Code: Provided further, That of the funds made available for the motor carrier safety assistance program, ~~\$29,000,000 shall be available for audits of new entrant motor carriers.~~~~

MOTOR CARRIER SAFETY GRANTS

Appropriation Summary by Program Activity (\$000)

| | FY 2008 | FY 2009 | FY 2010 |
|--------------------------|-----------------------|-----------------------|----------------------|
| | <u>Enacted</u> | <u>Enacted</u> | <u>Budget</u> |
| TOTAL | \$300,000 | \$307,000 | \$310,070 |
| FTE Direct Funded | 0 | 0 | 0 |

Appropriation Overview & Justification

This account provides the necessary resources to award and manage state grants that support the Agency mission to reduce crashes, injuries, and fatalities involving large trucks and buses. Grants are used to support compliance interventions in states, identify and apprehend traffic violators, conduct roadside inspections, support safety audits on new entrant carriers, and ensure that technology and data are leveraged for optimum effectiveness and efficiency.

MOTOR CARRIER SAFETY GRANTS

Summary Analysis of Change from FY 2009 Enacted to FY 2010 (\$000)

| Item | Change from FY 2009 Enacted to FY 2010 | Appropriation Total |
|--|---|--------------------------------|
| FY 2008 BASE | | |
| Motor Carrier Safety Grants | | \$307,000 |
| <i>Adjustment to Base</i> | | |
| Motor Carrier Safety Grants | \$1,535 | |
| Subtotal Adjustments To Base | | \$1,535 |
| <i>New or Expanded Programs</i> | | |
| Motor Carrier Safety Grants | \$1,535 | |
| Subtotal Adjustments To Base | | \$1,535 |
| TOTAL Adjustment To Base | | \$3,070 |
| FY 2009 REQUEST | | \$310,070 |

The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, this budget contains no policy recommendations for programs subject to reauthorization including the Federal Motor Carrier Safety Administration's Safety Grants appropriation account.

Detailed Justification for Motor Carrier Safety Grants Budget

| | |
|---|---------------------------|
| Motor Carrier Safety Grants | FY 2010: \$310.1 M |
| Overview: | |
| <p>The FMCSA's grants supplement state resources to reduce the incidence and severity of Commercial Motor Vehicle (CMV) crashes. They accomplish this by supporting and enhancing state CMV safety enforcement, technology deployment, and safety information capabilities. These grants fund safety performance incentives and support implementation of the Commercial Vehicle Safety Plans (CVSPs), which include conducting safety interventions such as roadside inspections, compliance reviews, traffic enforcement, public outreach, training, and data collection</p> | |
| FY 2009 Base: | |
| <p>Grants fund safety performance, incentives and support implementation of state Commercial Vehicle Safety Plans (CVSPs), including uniform vehicle and driver roadside inspections and carrier compliance reviews, as well as traffic enforcement, public outreach, training, and data collection capabilities. Additionally, grants support states' implementation of New Entrant activities, which provides for safety audits of carriers that have recently received new interstate operating authority.</p> | |
| Anticipated FY 2009 accomplishments: | |
| <p>In FY 2009, FMCSA will continue to work with states to identify CMV high-crash corridors in their CVSPs and propose specific actions for reducing the frequency and severity of CMV crashes in these corridors. The Agency will ensure that states include Level III driver inspections in their CVSPs. For FY 2009, all states will include a bus inspection component into their CVSPs. FMCSA will encourage all states to conduct New Entrant Safety Audits, with the number of State-conducted New Entrant Audits continuing to increase.</p> <p>Grants also provide funding to sustain state efforts to enforce the Federal motor carrier safety, operating authority, and financial responsibility requirements on foreign carriers that cross the northern and southern borders. In FY 2009, the southern and northern Border States will ensure compliance by maintaining an optimal number of inspections of foreign-domiciled carriers and drivers operating at or near the U.S. borders. Inspections will include checks to verify that drivers possess a valid Commercial Driver's License (CDL) and ensure proof of required financial responsibility and active authority to operate in the United States. Federal and state personnel will ensure that priority is given to inspections of foreign domiciled motorcoaches and CMVs transporting hazardous materials (HAZMAT).</p> <p>Through the Performance and Registration Information System Management (PRISM) grants, FMCSA provides funds to states to establish information system connections between state vehicle registration agencies and FMCSA that identify and link the USDOT number to</p> | |

each registered vehicle in a carrier's fleet. In FY 2009, FMCSA will make recommendations for program enhancements based on analysis of the current program being conducted by the Government Accountability Office (GAO). The Agency will continue to conduct recruitment briefings and training and implementation plan development meetings with states to encourage new and continued program participation. The Agency will conduct Implementation Status Reviews to evaluate state compliance with grant objectives.

The FMCSA and others have discovered instances of fraud and program deficiencies in the CDL program that represent safety and security concerns. In FY 2009, FMCSA will continue to improve financial tracking systems to monitor state expenditures activities to ensure that funds are used for critical eligible activities. As the Agency monitors effectiveness of program activities, it will ensure that all 50 states and the District of Columbia are compliant with Federal CDL requirements. FMCSA will emphasize the use of grant funds by the states to meet the notification deadlines established in Federal regulations for reporting licensing information and reporting disqualifications and traffic violations to a driver's home state. FMCSA will direct the states to reduce the percentage of errors in state to state data transmissions.

The FMCSA provides grant funds to states to assist them in implementing programmatic changes and combating fraud. In response to public and Congressional concerns, the Motor Carrier Safety Act of 1986 directed DOT to establish Federal minimum standards for licensing, testing, qualification, and classification for commercial drivers. States that failed to comply with the requirements imposed by the DOT would be subject to withholding of a percentage of their highway funds. To enable the states to fully implement the provisions of the Act, FMCSA, in partnership with the American Association of Motor Vehicle Administrators (AAMVA), provides grant funds to states for a national pointer system that enables states to communicate and exchange driver license information. In FY 2009, FMCSA will award Commercial Driver's License Information System (CDLIS) modernization grant funds to AAMVA to complete development of the modernized CDLIS including completion of central site programming, developing system specifications for the states' implementation of the modernized CDLIS, and developing structured tests of state CDLIS systems. The Agency plans to provide grant funds to the states to continue systems changes and implementation efforts. The Agency will also improve overall security of CDLIS by working with AAMVA to apply higher security standards to the system.

The Agency provides grant funding that integrates Federal, state, and carrier systems to improve safety and productivity. The activity solves institutional and architectural issues, as well as technical problems related to providing electronic access to timely and accurate motor carrier safety and other credentials information. In FY 2009, FMCSA will implement and evaluate commercial driver information sharing capabilities for multiple states. The Agency will explore additional expanded Commercial Vehicle Information Systems and Networks (CVISN) functionality in the driver information sharing program area, as well as enhanced safety information sharing and expanded electronic credentialing.

Additionally, FMCSA recognizes that each state faces unique challenges when collecting and reporting safety data, therefore, the Agency provides grant funding to help states identify their challenges and implement improvement strategies. In FY 2009, FMCSA will continue to work with states to improve overall quality of state reported data collection and reporting,

to increase the number that achieve “green” status based on the timeliness, accuracy, and completeness criteria established and monitored by FMCSA and made available to states via internet access.

For FY 2010, the Budget includes \$310.1 million

A baseline amount of \$310.1 million is included in the FY 2010 Budget for Motor Carrier Safety Grants. The Administration is developing a comprehensive approach for surface transportation reauthorization, and will work with Congress in developing a legislative framework to support critical motor carrier program activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways. Motor carrier safety grants support both commercial motor vehicle safety and hazardous materials safety.

The FMCSA currently provides grant funding to supplement state resources to reduce the incidence and severity of CMV crashes. These funds support and enhance state CMV safety enforcement, technology deployment, and safety information capabilities; and they will support implementation of CVSPs, which include conducting safety interventions such as roadside inspections, compliance reviews, traffic enforcement, public outreach, training, and data collection. Grants also provide funding to sustain state efforts to enforce the Federal motor carrier safety, operating authority, and financial responsibility requirements on foreign carriers that cross the northern and southern borders. Grant funding help states establish and maintain information system connections between state vehicle registration agencies and FMCSA that identify and link the USDOT number to each registered vehicle in a carrier’s fleet. The Agency provides grant funding to help states discover instances of fraud in their CDL program that represent safety and security concerns, and to assist them in implementing programmatic changes and combating fraud. FMCSA also provides grant funding to states to maintain a national pointer system that enables states to communicate and exchange driver license information. FMCSA provides grant funding that integrates Federal, state, and carrier systems to improve safety and productivity. FMCSA also recognizes that each state faces unique challenges when collecting and reporting safety data, therefore, the Agency provides grant funding to help states identify their challenges and implement improvement strategies.

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 3C

Other Budgetary
Tables

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**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

**MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS
PROGRAM AND FINANCING (\$ thousands)**

| Code: 69-8159-0-7-401 | Identification | 2008 Actual | 2009 Request | 2010 Request |
|--|--|----------------|-----------------|-----------------|
| Obligations by Program Activity: | | | | |
| 0001 | Commercial Motor Vehicle Safety | 181,000 | 185,000 | |
| 0002 | HAZMAT Safety | 8,000 | 9,000 | |
| 0003 | HAZMAT Security | 7,000 | 7,000 | |
| 0004 | Commercial Motor Vehicle Productivity | 4,000 | 4,000 | |
| 0005 | Organizational Excellence | 28,000 | 29,000 | |
| 0100 | Subtotal, direct program | 228,000 | 234,000 | 239,828 |
| 0901 | Reimbursable program | 22,087 | 27,000 | 27,000 |
| 1000 | Total new obligations | 250,087 | 261,000 | 266,828 |
| Budgetary Resources Available for Obligation: | | | | |
| 2140 | Unobligated balance carried forward, start of year | 13,827 | 11,744 | 6,904 |
| 2200 | New budget authority (gross) | 244,868 | 256,160 | 266,828 |
| 2210 | Resources available from recoveries of PY obligations | 3,136 | 0 | 0 |
| 2390 | Total budgetary resources available for obligation | 261,831 | 267,904 | 273,732 |
| 2395 | Total new obligations | (250,087) | (261,000) | (266,828) |
| 2440 | Unobligated balance carried forward, end of year | 11,744 | 6,904 | 6,904 |
| New Budget Authority (gross), detail: | | | | |
| Discretionary | | | | |
| 4026 | Appropriation (trust fund, definite) | 229,654 | 234,000 | 239,828 |
| 4049 | Portion applied to liquidate contract authority | (229,654) | (234,000) | (239,828) |
| 4935 | Contract authority permanently reduced | (1,816) | 0 | 0 |
| 5800 | Spending authority from offsetting collections: Offsetting collections (cash) | 20,187 | 27,000 | 27,000 |
| Mandatory | | | | |
| 6610 | Mandatory contract authority | 229,654 | 234,000 | 239,828 |
| 6635 | Contract Authority permanently reduced | (1,816) | (4,840) | 0 |
| 6690 | Contract Authority (Total mandatory) | 227,838 | 229,160 | 239,828 |
| 7000 | Total new budget authority (gross) | 248,025 | 256,160 | 266,828 |
| Change in obligated balances: | | | | |
| 7240 | Obligated balance, start of year | 96,656 | 100,210 | 25,054 |
| 7310 | Total new obligations | 250,087 | 261,000 | 266,828 |
| 7320 | Total outlays (gross) | (245,297) | (366,513) | (266,245) |
| 7345 | Recoveries of prior year obligations | (3,136) | 0 | 0 |
| 7400 | Change in uncollectable customer payments from federal sources (unexpired) | 1,900 | 0 | 0 |
| 7440 | Obligated balance, end of year | 100,210 | 25,054 | 25,637 |
| Outlays (gross), detail: | | | | |
| 8690 | Outlays from new discretionary authority | 181,897 | 234,000 | 239,828 |
| 8693 | Outlays from discretionary balances | 63,324 | 102,000 | 27,000 |
| 8700 | Total outlays (gross) | 245,221 | 336,000 | 266,828 |
| Offsets | | | | |
| Against gross budget authority and outlays | | | | |
| 8845 | Against gross budget authority and outlays offsetting collections (cash) from: Offsetting governmental collections (from non-Federal sources) | 20,187 | 27,000 | 27,000 |
| 8890 | Total, offsetting collections (cash) | 20,187 | 27,000 | 27,000 |
| Net Budget Authority and Outlays: | | | | |
| 8900 | Budget authority | 226,185 | 229,654 | 239,828 |
| 9000 | Outlays | 225,110 | 309,000 | 239,828 |

**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

**MOTOR CARRIER SAFETY GRANTS
PROGRAM AND FINANCING (\$ thousands)**

| Identification Code: 69-8158-0-7-401 | | <u>2008</u> Actual | <u>2009</u> Request | <u>2010</u> Request |
|--|---|-----------------------|------------------------|------------------------|
| Obligations by Program Activity: | | | | |
| 0001 | Commercial Motor Vehicle Safety | 291,000 | 298,000 | |
| 0002 | HAZMAT Safety | 9,000 | 9,000 | |
| 1000 | Total new obligations | <u>300,000</u> | <u>307,000</u> | 310,070 |
| Budgetary Resources Available for Obligation: | | | | |
| 2140 | Unobligated balance carried forward, start of year | 12,509 | 7,185 | 7,185 |
| 2200 | New budget authority (gross) | 288,740 | 307,000 | 310,070 |
| 2210 | Resources available from recoveries of prior year obligations | 5,254 | | |
| 2390 | Total budgetary resources available for obligation | <u>306,503</u> | <u>314,185</u> | <u>317,255</u> |
| 2395 | Total new obligations | <u>(299,317)</u> | <u>(307,000)</u> | <u>(310,070)</u> |
| 2440 | Unobligated balance carried forward, end of year | 7,186 | 7,185 | 7,185 |
| New Budget Authority (gross), detail: | | | | |
| Discretionary | | | | |
| 4026 | Discretionary appropriation (trust fund, definite) | 300,000 | 307,000 | 310,070 |
| 4049 | Portion applied to liquidate contract authority | <u>(300,000)</u> | <u>(307,000)</u> | <u>(310,070)</u> |
| Mandatory | | | | |
| 6610 | Mandatory contract authority | 300,000 | 307,000 | 310,070 |
| 6635 | Contract authority permanently reduced | <u>(11,260)</u> | <u>(6,503)</u> | 0 |
| 6690 | Contract Authority (Total mandatory) | <u>288,740</u> | <u>300,497</u> | <u>310,070</u> |
| 7000 | Total new budget authority (gross) | 288,740 | 300,497 | 310,070 |
| Change in obligated balances: | | | | |
| 7240 | Obligated balance, start of year | 277,375 | 315,797 | 221,040 |
| 7310 | Total new obligations | 299,317 | 307,000 | 310,070 |
| 7320 | Total outlays (gross) | <u>(255,643)</u> | <u>(401,755)</u> | <u>(307,860)</u> |
| 7345 | Recoveries of prior year obligations | <u>(5,254)</u> | | |
| 7440 | Obligated balance, end of year | <u>315,795</u> | <u>221,042</u> | <u>223,250</u> |
| Outlays (gross), detail: | | | | |
| 8690 | Outlays from new discretionary authority | 80,920 | 85,960 | 86,820 |
| 8693 | Outlays from discretionary balances | <u>174,723</u> | <u>315,795</u> | <u>221,040</u> |
| 8700 | Total outlays (gross) | 255,643 | 401,755 | 307,860 |
| Net Budget Authority and Outlays: | | | | |
| 8900 | Budget authority | <u>288,740</u> | <u>300,497</u> | <u>310,070</u> |
| 9000 | Outlays | 255,643 | 401,755 | 307,860 |

**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

**MOTOR CARRIER SAFETY GRANTS
PROGRAM AND FINANCING (\$ thousands)**

| Identification Code: 69-8048-0-7-401 | 2008 Actual | 2098 Enacted | 2010 Request |
|--|------------------------|-------------------------|-------------------------|
| | | | |
| Budgetary Resources Available for Obligation: | | | |
| 2140 Unobligated balance carried forward, start of year | 15,417 | 19,752 | 0 |
| 2200 New budget authority (gross) | (5,213) | (19,572) | |
| 2210 Resources available from recoveries of prior year obligations | 9,546 | 0 | 0 |
| 2390 Total budgetary resources available for obligation | 19,750 | 0 | 0 |
| 2440 Unobligated balance carried forward, end of year | 20 | 0 | 0 |
| | | | |
| Change in obligated balances: | | | |
| 7240 Obligated balance, start of year | 44,224 | 30,578 | 5,320 |
| 7245 adjustments to obligated ballances | 2,457 | | |
| 7320 Total outlays (gross) | (6,647) | (25,258) | (5,320) |
| 7345 Recoveries of prior year obligations | (9,546) | 0 | 0 |
| 7440 Obligated balance, end of year | 30,488 | 5,320 | 0 |
| | | | |
| Outlays (gross), detail: | | | |
| 8693 Outlays from discretionary balances | 6,648 | 25,000 | 5,320 |
| | | | |
| Net Budget Authority and Outlays: | | | |
| 8900 Budget authority | (5,213) | 0 | 0 |
| 9000 Outlays | 6,648 | 25,000 | 5,320 |

**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS
PROGRAM AND FINANCING (\$thousands)**

| Identification Code: 69-8055-0-7-401 | | <u>2008</u> | <u>2009</u> | <u>2010</u> |
|--|--|-------------|-------------|-------------|
| | | Actual | Enacted | Request |
| Budgetary Resources Available for Obligation: | | | | |
| 2140 | Unobligated balance carried forward, start of year | 37,236 | 2,314 | 0 |
| 2200 | New budget authority (gross) | (32,188) | (2,231) | 0 |
| 2210 | Resources available from recoveries of prior year obligations | 0 | 0 | 0 |
| 2390 | Total budgetary resources available for obligation | 5,048 | 83 | 0 |
| 2440 | Unobligated balance carried forward, end of year | 5,048 | 83 | 0 |
| Change in obligated balances: | | | | |
| 7240 | Obligated balance, start of year | 34,887 | 21,267 | 1 |
| 7310 | Total new obligations | 5,221 | | |
| 7320 | Total outlays (gross) | (18,500) | (21,267) | 0 |
| 7345 | Recoveries of prior year obligations | (2,149) | 0 | 0 |
| 7400 | Change in uncollected customer payments from Federal sources (unexpired) | 2,762 | | |
| 7440 | Obligated balance, end of year | 22,221 | 0 | 1 |
| Outlays (gross), detail: | | | | |
| 8693 | Outlays from discretionary balances | 18,500 | (21,267) | 0 |
| 8700 | Total outlays (gross) | 18,500 | (21,267) | 0 |
| Net Budget Authority and Outlays: | | | | |
| 8900 | Budget authority | (32,188) | (2,231) | 0 |
| 9000 | Outlays | 17,187 | 21,267 | 0 |

**Department of Transportation
Federal Motor Carrier Safety Administration
Motor Carrier Safety Operations and Programs
Object Classification
(\$ thousands)**

| | FY 2008 Actual | FY 2009 Enacted | FY 2010 Request |
|---|---------------------------|----------------------------|----------------------------|
| Direct Obligations: | | | |
| Personnel compensation | | | |
| 11.1 Full-time permanent | 72,398 | 76,274 | 78,954 |
| 11.3 Other than full-time permanent | 2,000 | 2,000 | 2,000 |
| 11.9 Total personnel compensation | <u>74,398</u> | <u>78,274</u> | <u>80,954</u> |
| 12.1 Civilian personnel benefits | 30,982 | 31,950 | 31,950 |
| 21.0 Travel and transportation of persons | 13,811 | 13,328 | 13,895 |
| 22.0 Transportation of Things | 673 | 688 | 691 |
| 23.1 Rental payments to GSA | 11,194 | 11,451 | 11,680 |
| 23.3 Comm., Rent, and Utilities | 6,364 | 6,510 | 6,543 |
| 24.0 Printing | 1,775 | 1,816 | 1,825 |
| 25.2 Other services | 77,291 | 77,142 | 79,390 |
| 25.5 Research and development contracts | 8,900 | 8,500 | 8,543 |
| 26.0 Supplies and materials | 1,021 | 1,044 | 1,049 |
| 31.0 Equipment | 2,245 | 2,297 | 2,308 |
| 41.0 Grants, subsidies, and | <u>1,000</u> | <u>1,000</u> | <u>1,000</u> |
| 99.0 Subtotal, Direct Obligations | 229,654 | 234,000 | 239,828 |
| Reimbursable Obligations: | | | |
| Personnel Compensation | | | |
| 11.1 Full-time permanent | 4,000 | 3,000 | 3,000 |
| 11.3 Other than full-time permanent | 0 | 0 | 0 |
| Total personnel compensation | <u>4,000</u> | <u>3,000</u> | <u>3,000</u> |
| 12.1 Civilian personnel benefits | 1,000 | 1,000 | 1,000 |
| 25.0 Other services | <u>17,000</u> | <u>23,000</u> | <u>23,000</u> |
| 99.0 Subtotal, Reimbursable Obligations | 22,000 | 27,000 | 27,000 |
| 99.9 Total Obligations: | <u>251,654</u> | <u>261,000</u> | <u>266,828</u> |

**Department of Transportation
 Federal Motor Carrier Safety Administration
 Motor Carrier Safety Operations and Programs
 Object Classification
 (\$ thousands)**

| | FY 2008 Actual | FY 2009 Enacted | FY 2009 Request |
|---|---------------------------|----------------------------|----------------------------|
| Direct Obligations: | | | |
| 21.0 Travel and Transportation of persons | 2,000 | 2,000 | 2,000 |
| 25.2 Other services | 29,000 | 29,000 | 29,000 |
| 41.0 Grants, subsidies and contributions | 269,000 | 276,000 | 279,070 |
| 99.9 Total Obligations | 300,000 | 307,000 | 310,070 |

**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS**

PERSONNEL SUMMARY

| | FY 2008 | FY 2009 | FY 2010 |
|--|----------------|----------------|----------------|
| | Actual | Enacted | Request |
| Direct: | | | |
| 1001 Full time equivalent employment | 975 | 1,062 | 1,062 |
| Reimbursable: | | | |
| 2001 Full time equivalent employment | 43 | 57 | 57 |
| Total full time equivalent employment | 1,018 | 1,119 | 1,119 |

**MOTOR CARRIER SAFETY
LIQUIDATION OF CONTRACT AUTHORIZATION (HIGHWAY TRUST FUND)**

| ESTIMATES | APPROPRIATIONS |
|------------------------|---|
| 2000 76,058,000 | 2000 76,058,000 |
| 2001 90,902,000 | 2001 92,569,000 |
| 2002 109,401,000 | 2001 Rescission of contract |
| 2003 124,367,176 | authority (204,000) ¹ |
| 2004 175,031,000 | 2002 154,901,000 |
| 2005 252,810,000 | 2002 Rescission of contract |
| 2006 | authority (6,665,000) ² |
| 2007 | 2003 116,500,484 |
| 2008 | 2004 174,537,000 |
| 2009 | 2005 254,849,000 |
| | 2006 |
| | 2007 |
| | 2008 Rescission of contract |
| | authority (32,187,720) ³ |
| | 2009 Rescission of contract |
| | authority (2,231,259) ⁴ |

¹ Enacted rescission of prior year carryover

² Enacted rescission of prior year carryover

³ Enacted rescission of prior year carryover P.L. 110-161.

⁴ Enacted rescission of prior year carryover P.L. 111-8.

**NATIONAL MOTOR CARRIER SAFETY PROGRAM
LIQUIDATION OF CONTRACT AUTHORIZATION (HIGHWAY TRUST FUND)**

| ESTIMATES | APPROPRIATIONS |
|------------------------|---|
| 2000 105,000,000 | 2000 105,000,000 |
| 2001 177,000,000 | 2001 177,000,000 |
| 2002 182,000,000 | 2001 Rescission of contract |
| 2003 188,765,000 | authority (389,000) |
| 2004 188,879,000 | 2002 205,896,000 |
| 2005 186,972,000 | 2003 188,765,000 |
| 2006 | 2004 188,879,000 |
| 2007 | 2005 188,480,000 |
| 2008 | 2006 |
| 2009 | 2007 |
| | 2008 Rescission of contract |
| | authority (5,212,858) ¹ |
| | 2009 Rescission of contract |
| | authority (19,571,910) ² |

¹ Enacted rescission of prior year carryover P.L. 110-161.

² Enacted rescission of prior year carryover P.L. 111-8.

**MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
LIQUIDATION OF CONTRACT AUTHORIZATION (HIGHWAY TRUST FUND)**

| ESTIMATES | APPROPRIATIONS |
|------------------------|--|
| 2004 | 2004 |
| 2005 | 2005 |
| 2006 210,870,000 | 2006 210,870,000 |
| 2007 223,000,000 | 2007 223,000,000 |
| 2008 228,000,000 | 2008 229,654,000 |
| 2009 234,000,000 | 2008 Rescission of contract ¹ |
| 2010 239,828,000 | authority(1,815,553) |
| | 2009 234,000,000 |
| | 2009 Rescission of contract ² |
| | authority(4,839,259) |

¹ Rescission of Prior Year Carryover

² Enacted rescission P.L. 111-8

**MOTOR CARRIER SAFETY GRANTS
LIQUIDATION OF CONTRACT AUTHORIZATION (HIGHWAY TRUST FUND)**

| ESTIMATES | APPROPRIATIONS |
|------------------------|---|
| 2004 | 2004 |
| 2005 | 2005 |
| 2006 279,180,000 | 2006 279,180,000 |
| 2007 294,000,000 | 2007 294,000,000 |
| 2008 300,000,000 | 2008 300,000,000 |
| 2009 307,000,000 | 2008 Rescission of contract |
| 2010 310,070,000 | authority (11,260,214) ³ |
| | 2009 307,000,000 |
| | 2009 Rescission of contract |
| | authority (6,502,558) ⁴ |

³ Enacted rescission P.L. 110-161

⁴ Enacted rescission P.L. 111-8

FY 2010

FMCSA

Performance Budget Estimates

SECTION 4

Performance

Budget

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**FISCAL YEAR 2010 PERFORMANCE BUDGET
SUBMISSION TO THE COMMITTEES ON APPROPRIATIONS**

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EXHIBIT IV

FY 2010 BUDGET REQUEST BY DOT STRATEGIC OBJECTIVE AND PERFORMANCE GOAL
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, & Exempt Obligations
(\$000)

| | (A) | (B) | (C) |
|--|------------------|------------------|------------------|
| PERFORMANCE GOALS & MEASURES | FY 2008 | FY 2009 | FY 2010 |
| by PERFORMANCE MEASURE | ACTUAL | ENACTED | REQUEST |
| 1. Safety Strategic Goal | | | |
| A. Highway Safety | | | |
| Large truck and bus fatality rate per 100 million vehicle-miles traveled (\$) | \$473,516 | \$483,074 | \$490,663 |
| B. HAZMAT Safety | | | |
| a. Number of serious hazardous materials transportation incidents | /1 | /1 | /1 |
| b. Number of serious HAZMAT incidents involving Commercial Motor Vehicles (CMVs) (Target) | 485 | 420 | 400 |
| Serious HAZMAT incidents involving CMVs (\$) | \$17,448 | \$17,647 | \$17,955 |
| TOTAL SAFETY STRATEGIC GOAL | \$490,964 | \$500,721 | \$508,618 |
| 2. Security | | | |
| A. Intelligence | | | |
| Percent of intelligence briefings delivered at each DOT tier | N/A | N/A | N/A |
| Other (\$) | N/A | N/A | N/A |
| B. Preparedness | | | |
| a. Percent of DOT personnel with emergency management responsibilities with identified training requirements | N/A | N/A | N/A |
| b. Percent of DOT personnel with emergency management responsibilities participating in exercises. | N/A | N/A | N/A |
| Other (\$) | \$491 | \$503 | \$516 |
| C. Response | | | |
| Percent of Operating Administrations meeting annual response requirements | N/A | N/A | N/A |
| Other (\$) | \$6,743 | \$6,678 | \$6,884 |
| TOTAL SECURITY GOAL | \$7,234 | \$7,181 | \$7,400 |
| 2. Productivity | | | |
| A. Increase Access | | | |
| 1. Average time to respond to household good moves complaints from consumers (\$) | \$2,809 | \$2,853 | \$2,743 |
| 2. Other (\$) | \$853 | \$866 | \$900 |
| TOTAL PRODUCTIVITY GOAL | \$3,662 | \$3,719 | \$3,643 |
| 3. Global Connectivity | | | |
| A. Expand Business Opportunities | | | |
| a. Percent of total dollar value of DOT direct contracts awarded to women owned businesses /2 | 19% | 25% | 25% |
| b. Percent of total dollar value of DOT direct contracts awarded to small disadvantaged business /2 | 33% | 28% | 28% |
| Other (\$) | \$354 | \$361 | \$375 |
| TOTAL GLOBAL CONNECTIVITY GOAL | \$354 | \$361 | \$375 |
| 5. Organizational Excellence | | | |
| A. Advance the Department's ability to manage for results | | | |
| 1. Promote Strategic Management of Human Capital (\$) | \$4,163 | \$4,356 | \$4,735 |
| 2. Advance Electronic-Government Solutions (\$) | \$2,621 | \$2,681 | \$2,797 |
| 3. Enhance Financial & Procurement Performance (\$) | \$8,353 | \$8,847 | \$9,047 |
| 4. Integrate Budget and Performance (\$) | \$2,754 | \$2,814 | \$2,809 |
| 5. Promote Organizational Efficiency and Open Communications (\$) | \$7,640 | \$8,369 | \$8,565 |
| 6. Program Support (\$) | \$1,657 | \$1,693 | \$1,909 |
| TOTAL ORGANIZATIONAL EXCELLENCE GOAL | \$27,188 | \$28,760 | \$29,862 |
| GRAND TOTAL | \$529,402 | \$540,742 | \$549,898 |

+/- \$1K Variance Due to Rounding

/1 The CMV HAZMAT measure is a subset of this measure, the overall DOT measure.

/2 These percentages represent the amount of total contract dollars from all performance goals. Additionally, funding that supports these performance measures is actually found in Organizational Excellence under Enhance Financial & Procurement Performance.

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 4A

Commercial Motor Vehicle (CMV)

Safety

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**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

COMMERCIAL MOTOR VEHICLE SAFETY

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PERFORMANCE GOAL
Commercial Motor Vehicle (CMV) Safety

Safety Summary Overview

FMCSA activities contribute to the Department of Transportation (DOT) Safety strategic goal and performance target to reduce highway fatalities to no more than 1.0 per 100 million vehicle-miles of travel (VMT) by the end of 2011 as follows:

DOT works to reduce the incidence and severity of commercial motor vehicle (CMV) crashes by advancing motor carrier standards and rulemaking; increasing compliance with Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials (HAZMAT) Regulations through Federal operations; increasing compliance with the Motor Carrier Safety Assistance grants through grant-funded state enforcement operations that include enforcing safety regulations at the borders and extending motor carrier safety education and best practices; overseeing certification of CMV operator physical qualifications; enhancing commercial driver identification and systems; improving CMV safety information and analysis (including a significant Information Technology (IT) modernization); and advancing technological solutions.

DOT works to reduce the number and severity of CMV and HAZMAT incidents through performance elements that include enforcement and compliance operations, border enforcement grants, and research and technology.

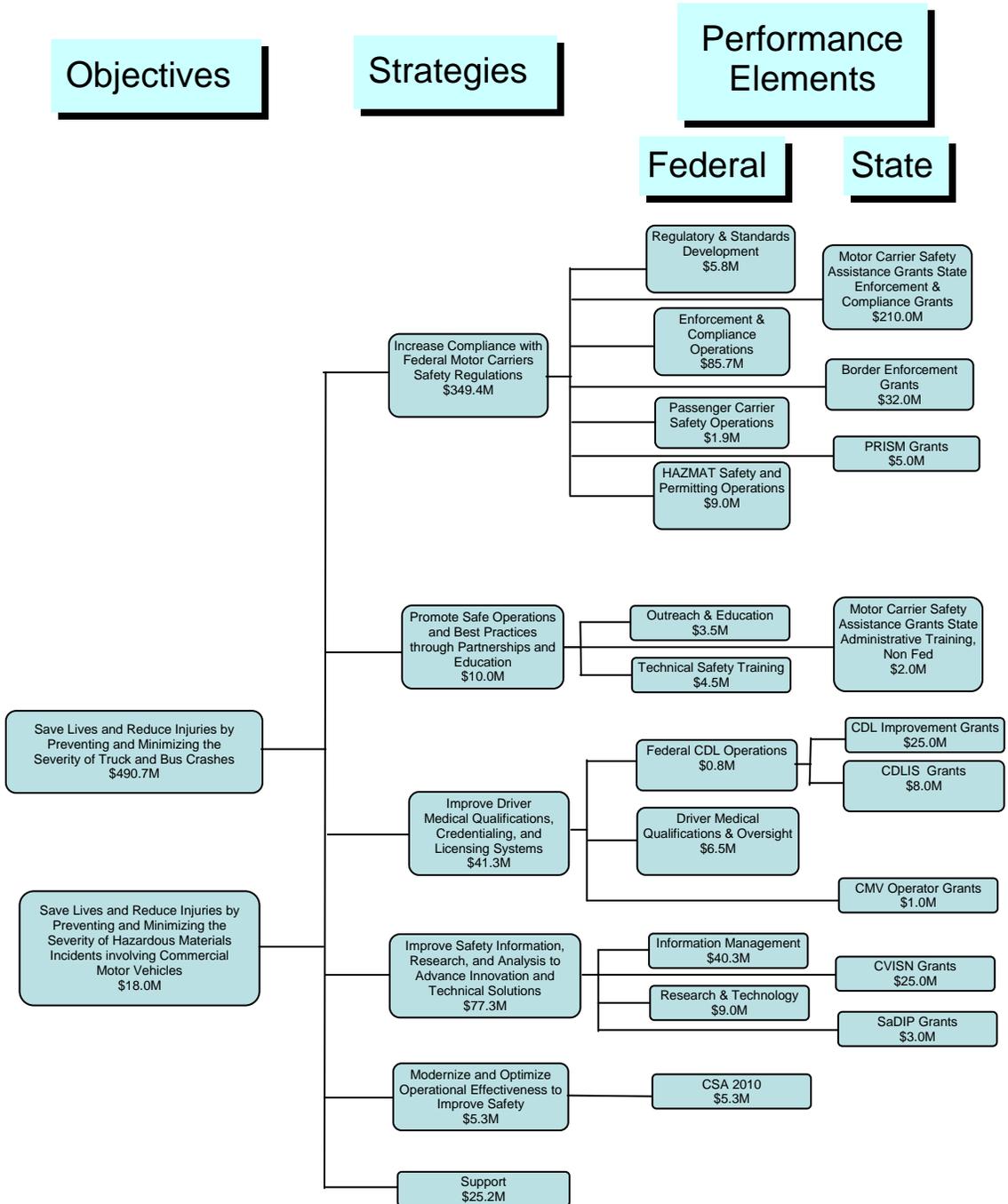
The resources requested to achieve this goal are:

| REQUEST by STRATEGIC GOAL (\$000) | FY 2008 <u>ACTUAL</u> | FY 2009 <u>SENATE</u> | FY 2010 <u>BUDGET</u> |
|--|--------------------------|--------------------------|--------------------------|
| I. Safety | <u>\$490,158</u> | <u>\$500,721</u> | <u>\$508,619</u> |
| A. Save lives and reduce injuries by preventing and minimizing the severity of truck and bus crashes | | | |
| 1. Motor Carrier Safety Operations and Programs | \$181,773 | \$185,074 | \$189,594 |
| 2. Motor Carrier Safety Grants | \$291,000 | \$298,000 | \$301,070 |
| FTE | 851 | 851 | 851 |
| B. Save lives and reduce injuries by preventing and minimizing the severity of HAZMAT incidents involving CMVs | | | |
| 1. Motor Carrier Safety Operations and Programs | \$8,385 | \$8,647 | \$8,955 |
| 2. Motor Carrier Safety Grants | \$9,000 | \$9,000 | \$9,000 |
| FTE | 84 | 84 | 84 |

The Administration is developing a comprehensive approach for surface transportation reauthorization, and will work with Congress in developing a legislative framework to support critical motor carrier program activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways.

Commercial Motor Vehicle Safety Goal Logic Model

(Current Services Amounts)



SAFETY GOAL DASHBOARD

CMV Safety Strategic Objectives

- Save Lives and Reduce Injuries by Preventing and Minimizing the Severity of Truck and Bus Crashes.
- Save Lives and Reduce Injuries by Preventing and Minimizing the Severity of Hazardous Materials Incidents Involving Commercial Motor Vehicles.

Performance Strategies

- Increase Compliance with Federal Motor Carrier Safety Regulations and Federal Hazardous Materials Regulations.
- Promote Safe Operations and Best Practices through Partnerships and Education.
- Improve Driver Medical Qualifications, Credentialing and Licensing Systems.
- Improve Safety Information, Research, and Analysis to Advance Innovation and Technical Solutions.
- Modernize and Optimize Operational Effectiveness to Improve Safety.

Promoting safety is the Federal Motor Carrier Safety Administration's (FMCSA) primary mission. FMCSA is committed to helping the Department achieve the goal of no more than 1.0 fatalities per 100 million vehicle miles traveled (VMT) by the end of 2011. FMCSA's contribution to this goal is to reduce the fatality rate for large trucks and buses to no more than 0.160 fatalities per 100 million VMT by 2011. FMCSA is modernizing its enforcement business process through its Comprehensive Safety Analysis 2010 (CSA 2010) initiative which seeks to improve the efficiency and effectiveness of the compliance and enforcement program. Using a performance based safety fitness determination methodology and a broader array of progressive compliance interventions, CSA 2010 will provide a greater reduction in large truck and bus crashes, injuries, and fatalities. By December 2010, this initiative will be fully tested and ready for implementation.

The FMCSA reduced highway fatalities involving large trucks and buses to 0.168 fatalities per 100 million VMT in 2007. This represents a five percent improvement over 2006. Recent performance indicators demonstrate that FMCSA's efforts have contributed to saving over 5,000 lives since 2000, the year FMCSA was formed. Safety is essential for our economy, the health of our citizens, and expansion of our transportation network. FMCSA has two primary objectives under the Safety goal:

Objective 1: Save Lives and Reduce Injuries by Preventing and Minimizing the Severity of Truck and Bus Crashes

The FMCSA is on pace to achieve its primary safety goal of reducing fatalities involving Commercial Motor Vehicles (CMVs) to no more than 0.160 fatalities per 100 million vehicle miles traveled by 2011. The Agency has initiated an array of activities and strategies to improve its impact on safety. FMCSA exceeded the FY 2007 fatality goal target by achieving a rate of 0.168 fatalities per 100 million total VMT from crashes involving large trucks and buses.

Table 4A-1

| Large Truck and bus fatalities per 100 million total VMT (Calendar year) | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|----------|-------|-------|--------|-------|-------|
| Target | baseline | 0.179 | 0.175 | 0.171 | 0.167 | 0.164 |
| Actual | 0.185 | 0.177 | 0.168 | 0.168* | - | - |

*preliminary estimate

The performance measure shown in Table 4A-1 serves as FMCSA's primary outcome-based performance measure, and is geared to measure the objective of "Saving Lives and Reducing Injuries by Preventing and Minimizing the Severity of Truck and Bus Crashes."

The achievement of FMCSA's primary safety goal has either remained steady or improved every year since FMCSA's inception in 2000; this improvement can be attributed to the implementation and maturation of several aggressive safety programs, either implemented or augmented from the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU) authorization legislation. Fatalities are shown here as a rate per 100 million total VMT. Increases in funding to safety activities drove increases in outreach, education, enforcement, roadside inspections, interventions, the implementation of aggressive safety-oriented rules and strong partner support. These initiatives contributed greatly to achieving the lowest recorded fatality rate in the Agency's history.

Table 4A-2

| Injury crashes involving large trucks and buses per 100 million total VMT (Calendar year) 1/ | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|------|------|------|------|------|------|
| Target | N/A | N/A | N/A | N/A | 2.75 | 2.71 |
| Actual | 2.98 | 2.88 | 2.72 | TBD | - | - |

1/ New Performance Measure Initiated in 2009

The performance measure shown in Table 4A-2 tracks the Agency's progress on reducing highway injuries linked to crashes. The measure counts injury crashes that include large trucks, greater than 10,000 pounds, and regulated buses that operate on the interstate highways. This measures the Agency's progress towards meeting the strategic goal of reducing injuries by reducing CMV crashes.

Table 4A-3

| Fatal crashes involving large trucks and buses per 100 million total VMT (Calendar year) | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|-------|-------|-------|------|-------|-------|
| Target | N/A | N/A | N/A | N/A | 0.154 | 0.152 |
| Actual | 0.161 | 0.154 | 0.147 | TBD | - | - |

The performance measure shown in Table 4A-3 counts fatal crashes that include large trucks greater than 10,000 pounds and regulated buses operating on the interstate highways. This new measure was developed in CY 2009 to show that the Agency has made consistent progress towards meeting the strategic goal of reducing fatalities by reducing CMV crashes.

Table 4A-4

| Safety Intervention Effectiveness | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-----------------------------------|------|------|-------|-------|------|-------|
| Target | N/A | N/A | N/A | N/A | N/A | 69.6% |
| Actual | | | 69.9% | 68.6% | - | - |

The performance measure shown in Table 4A-4 measures the rate CMV carriers either improve or maintain a satisfactory level of compliance from one compliance review (CR) (our main safety intervention) visit to the next. The measure of 68.6 percent in FY 2008 indicates that the CR achieves its desired effect of improved compliance more than two-thirds of the time. Carriers tend to improve after they have received an enforcement intervention (CR, roadside inspection, audit.) As FMCSA introduces multiple types of CSA 2010 enforcement interventions in the future, coupled with more direct interactions with carriers, this rate will improve.

Table 4A-5

| States satisfying "green" data quality criteria as reflected on the State Safety Data Quality (SSDQ) map. | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|------|------|------|------|------|------|
| Target | 28 | 32 | 38 | 12 | 28 | 32 |
| Actual | 29 | 35 | 21 | 29 | - | - |

NOTE: New measures were added in FY 2007 impacting the 2007 actual and changing the 2008 and beyond targets.

The performance measure shown in Table 4A-5 addresses quality concerns to improve data quality and enable FMCSA to more effectively target "at risk" carriers and operators. This methodology was developed to evaluate the completeness, timeliness, accuracy, and consistency of the state-reported commercial motor vehicle crash and inspection records in the Motor Carrier Management Information System (MCMIS). The quality of crash data is evaluated monthly and the states receive ratings of "Good" (*Green*), "Fair" (*Yellow*) or "Poor" (*Red*) for seven State Safety Data Quality (SSDQ) measures as well as the overall rating reflected in this measure. This overall rating considers all seven SSDQ measures. FMCSA depends on accurate and timely safety data collected by states to prioritize CMV companies for roadside inspections and on-site safety compliance reviews.

Table 4A-6

| Safety belt use by drivers of large trucks | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|------|------|------|------|------|------|
| Target | 52% | 55% | 59% | 68% | 70% | 71% |
| Actual | 54% | 59% | 65% | 72% | - | - |

Wearing safety belts is a proven lifesaving measure. The performance measure shown in Table 4A-6 shows the percent of CMV operators who wear safety belts based on National Occupant Protection Use Survey (NOPUS) measures. Our goal is to increase safety belt use by CMV operators to reduce injuries and fatalities. About half of CMV-occupant fatalities involve the vehicle rolling over and the driver being ejected. Safety belt use reduces the likelihood of death by 30 times in such crashes. In 2004, FMCSA began emphasizing CMV operator safety belt use after 48% of CMV operators were found to be belted compared to about 80% of passenger vehicle occupants. Progress in this performance measure will contribute to the Agency’s overall safety goals.

Objective 2: Save Lives and Reduce Injuries by Preventing and Minimizing the Severity of Hazardous Materials Incidents involving Commercial Vehicles

In 2007 (the most recent data available), FMCSA exceeded the goal of no more than 466 serious hazardous materials (HAZMAT) incidents involving CMVs. Education activities, stronger regulatory standards, and the delivery of strong compliance initiatives contributed to a national improvement in reducing the number of serious HAZMAT incidents by nine percent between 2005 and 2007.

Table 4A-7

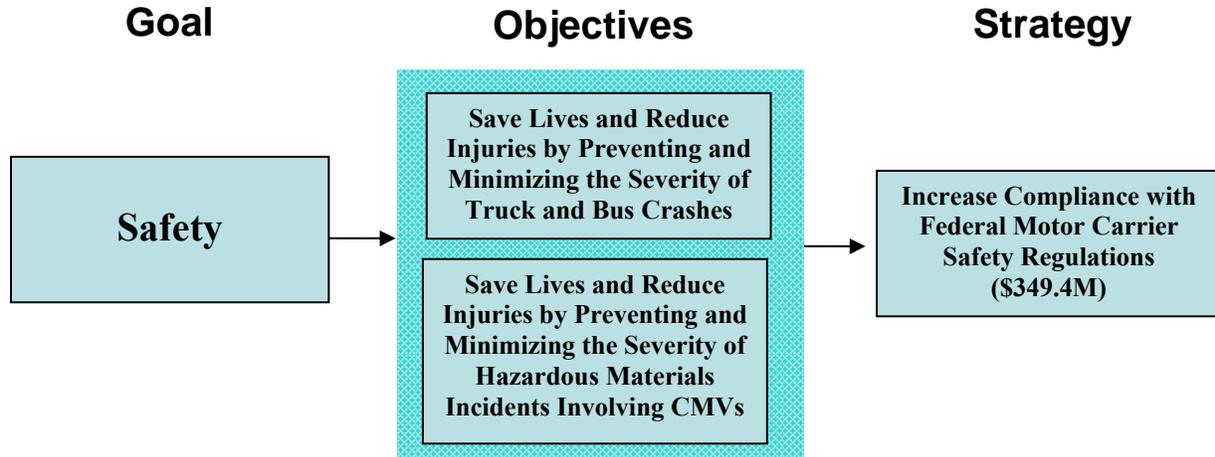
| Number of serious reportable HAZMAT incidents involving CMVs | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|------|------|------|------|------|------|
| Target | 503 | 470 | 466 | 485 | 420 | 400 |
| Actual | 423 | 401 | 387 | TBD | - | - |

The performance measure shown above in Table 4A-7 shows the number of serious reportable HAZMAT incidents involving CMVs. Our objective is to reduce the number of serious reportable hazardous material incidents. Serious incidents, as defined by Pipeline and Hazardous Materials Safety Administration (PHMSA) Standards include: incidents resulting in a fatality or major injury; the evacuation of 25 or more employees, responders or any member of the general public; the closure of a major transportation artery; the alteration of an aircraft flight plan or operation caused by the release of a hazardous material; or the exposure of hazardous material to fire. Serious HAZMAT incidents also include any release of the following: radioactive materials from Type B packaging, Risk Group 3 or 4 infectious substances, over 11.9 gallons or 88.2 pounds of a severe marine pollutant, or a bulk quantity (over 119 gallons or 882 pounds) of a hazardous material. In 2000, the Agency set a goal of a 20 percent improvement by 2010. New targets were developed, beginning in FY 2009, to set more aggressive goals since actual performance has exceeded our previous goals.

The FMCSA achieves national success in promoting safety through five strategies, as outlined in the following sections.

STRATEGY

Increase Compliance with Federal Motor Carriers Safety Requirements



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$349.4 million.

The FMCSA's primary safety activities are centered on development, promotion and enforcement of the Federal Motor Carrier Safety Regulations (FMCSRs). Agency activities discourage noncompliance, reduce violations, and ultimately prevent crashes and HAZMAT incidents. Compliance begins with the development and promulgation of effective regulations, standards and rules which are validated through aggressive and far-reaching enforcement activity. FMCSA, along with its state partners, ensure that carriers and CMV drivers are medically qualified and properly credentialed and that carriers, drivers, and vehicles meet Federal safety standards.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has four Federal performance elements that support this Strategy:

1. **Regulatory and Standards Development**
2. **Enforcement and Compliance Operations**
3. **Passenger Carrier Safety Operations**
4. **HAZMAT Safety and Permitting Operations**

1. Regulatory and Standards Development

Responsible Official: *Associate Administrator for Policy and Program Development*

The purpose of this element is to promulgate effective and timely, research-based regulations that advance the Agency's strategic goals. Through regulations, FMCSA will promote improved safety and strengthen operating requirements. The Agency will provide a clear path for compliance and enforcement efforts, and establish the keystone of enhanced safety performance and outreach efforts. Standards and regulations are the basis for FMCSA safety and commercial enforcement

activities. FMCSA implements non-regulatory policy approaches such as interpretations, exemptions, pilots, and educational materials to address unique CMV challenges. FMCSA develops outreach materials and information and provides responses to industry and stakeholder inquiries to improve understanding of new and existing regulations and standards. The Agency continuously responds to a large volume of public and governmental inquiries (by phone, e-mail, and controlled correspondence) within established deadlines. The overall goal of these activities is to establish well-written, concise, and effective standards, guidance, and regulations for the motor carrier industry.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will continue activities for a speed management initiative, Plain-English Driver Assistance Literature (PEDAL) initiative, ongoing regulatory and policy development, as well as subject-matter guidance and outreach to stakeholders and partners. FMCSA will propose changes to regulatory activities reviewed under its evaluation function to make FMCSA regulations more effective and timely and will implement new rulemaking milestones.

Compliance begins with effective regulations, standards, and rules that communicate clearly the safety value of implementation. For example, the Agency plans to implement a final rule entitled “New Entrant Safety Assurance Process” that identifies 16 regulations that are essential elements of basic safety management controls necessary to operate in interstate commerce. The rule will lead to the automatic failure of a carrier for not complying with any of the 16 regulations. Other high impact compliance rules that will be completed include the Hours of Service of Drivers and the Commercial Driver’s License (CDL) Standards rule for learner’s permits.

For FY 2010, the Budget includes \$5.8 million

In FY 2010, FMCSA plans to complete a significant rulemaking regarding entry-level driver training, initiate a wide-ranging review and revision of regulatory guidance associated with CMV regulations, and review the standards as they apply to fatigue-management, driver distraction, and other driver performance factors as they relate to CMV drivers. The Agency will continue ongoing regulatory and policy development, as well as subject-matter guidance and outreach to stakeholders and partners.

2. Enforcement and Compliance Operations

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery and Associate Administrator for Field Operations*

The Bureau of Transportation Statistics reports that in 2006 (the most recent year for which data is available) large trucks and buses represented 3.8 percent of registered vehicles but accounted for 7 percent of the travel volume on our Nation’s highways. FMCSA safety initiatives, many of which originated in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) authorizing legislation, have resulted in marked improvement over recent years. For example, despite increased VMT and more vehicles on the roads, the raw number of all highway fatalities decreased by two percent since calendar year 2000 from 41,945 to 41,059 in 2007. During that same time, fatalities involving large trucks decreased by nine percent.

As of the end of 2008, there are 731,473 carriers registered with FMCSA and over 14 million commercial drivers. Nationwide, over nine million trucks are registered with state departments of motor vehicles.

The enforcement and compliance activity helps to ensure compliance with the FMCSRs and to remove unsafe carriers from the Nation's highways. Targeted enforcement, driven by data, is FMCSA's primary strategy for meeting its safety goals. FMCSA targets high risk carriers through a series of interventions such as compliance reviews, safety audits, HAZMAT carrier reviews, and roadside inspections. The Agency has a successful partnership with states to implement these programs. The frequency of truck crashes, fatalities, and injuries have declined over the years, as a result of these efforts.

A key activity contributing to safety on our Nation's highways is the New Entrant safety assurance process. Under this activity, enforcement personnel audit all new motor carrier owners and operators seeking authority to provide transportation of property and passengers in interstate commerce. Data has shown that these carriers have the highest potential to pose serious safety risks on the Nation's highways. These new motor carriers (private and for-hire) must apply for registration (USDOT Number) as a new entrant and are subject to a safety audit within 18 months (9 months for passenger carriers). Most carriers receive a Safety Audit within the first five-months of operating. FMCSA closely monitors the carrier's over the road safety performance during the 18 month period. The carrier is required to demonstrate it has the necessary systems in place to ensure basic safety management controls. Failure to demonstrate these basic controls may result in the revocation of the carrier's new entrant registration. In December 2009, FMCSA will begin implementing new standards to strengthen this activity while maintaining its traditional educational component. Interstate carriers that do not meet these new standards and pass the new entrant safety audit will have their operating authority rescinded.

In accordance with the Omnibus Appropriations Act, 2009 (P.L. 111-8, 123 Stat. 524), FMCSA has terminated the cross-border demonstration project for Mexican-domiciled carriers. The President has tasked the Secretary of Transportation to work with the U.S. Trade Representative and the Department of State, along with leaders in Congress and Mexican officials, to propose legislation creating a new trucking project that will meet the legitimate concerns of Congress and North American Free Trade Agreement (NAFTA) commitments.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will emphasize Level III driver inspections during roadside inspections, stressing driver safety. FMCSA will continue to transition to enforcement strategies from the CSA 2010 initiative, including increasing the number of targeted carriers and drivers and off-site interventions. FMCSA will continue to implement key SAFETEA-LU provisions such as placing carriers out of service for receiving an unsatisfactory safety rating and revoking interstate operating authority that impacts intrastate operations.

For FY 2010, the Budget includes \$85.7 million

In FY 2010, FMCSA will implement the new entrant and intermodal chassis rule provisions and carry out the maximum fine recommendations of the Office of the Inspector General (OIG) and Government Accountability Office (GAO). FMCSA will continue work on the drug and alcohol testing refusal database and proactively enforce the return to duty provisions for drivers who test

positive for drugs. FMCSA will continue efforts and increase field activity in safety interventions such as roadside inspections, compliance reviews, safety audits, household goods compliance reviews, and successor liability enforcement. FMCSA will continue to focus enforcement efforts on high risk carriers.

3. Passenger Carrier Safety Operations

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*
Associate Administrator for Field Operations

A critical part of FMCSA's overall highway safety mission is to reduce crashes, injuries, and fatalities involving commercial passenger vehicles. To do this, FMCSA issues, administers, and enforces the FMCSRs on commercial interstate passenger carriers and drivers operating vehicles designed or used to transport more than eight passengers.

The commercial passenger-carrier industry plays a vital role in our Nation's transportation network. FMCSA estimates that bus travel grew three to seven percent annually in recent years. Each year more than 34,000 commercial motor carriers provide over 700 million passenger trips, giving commercial bus travel the same breadth as commercial air travel. This sector affords greater mobility and economic opportunity to thousands of Americans with no other means of transportation, and provides a critical link in the chain of intercity intermodal transportation by providing service to airports, seaports, and railways. The motorcoach industry is comprised of approximately 4,000 interstate motorcoach companies operating over 35,000 motorcoaches in the U.S. There are approximately 120,000 drivers who have CDLs with passenger endorsements.

Although motorcoaches are one of the safest forms of commercial passenger transportation, a motorcoach crash or fire can have catastrophic consequences, including multiple deaths, injuries, and significant property damage. To reduce to the greatest extent practicable risks to passengers, FMCSA focuses on bus safety. The Agency is aiming for more stringent enforcement and compliance, coordinated research, improved data, better identification of unsafe companies, and more focused outreach and training.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will continue development of a new version of the Passenger Carrier Prioritization System that includes non-motorcoach passenger carriers (including 9-15 passenger vehicle operators, school bus contractors, and mini-bus operations). The FMCSA will conduct safety interventions such as compliance reviews, based on a high risk carrier prioritization system, and on motor coach companies that have less than satisfactory safety ratings. To further decrease fatalities, FMCSA will continue to improve bus data and reduce fires through a continued working relationship with the National Highway Traffic Safety Administration (NHTSA). The Agency will continue to conduct new entrant safety audits on passenger carriers within nine months of beginning operations and carry out the enforcement and compliance provisions in the 2009 Memorandum of Understanding with the Department of Justice specific to the Over-the-Road Bus Transportation Accessibility Act of 2007. FMCSA will continue working with state partners to include a bus inspection component for every Commercial Vehicle Safety Plan (CVSP), a component as part of their motor carrier safety grant.

The FMCSA will ensure that motorcoach inspections are conducted across the country and at the borders. In FY 2009, every new passenger carrier that applies for authority will undergo a more

intensive vetting process to avoid the formation of chameleon carriers (a “chameleon” carrier is one that provides false or misleading information to conceal its identity during the registration process in order to evade enforcement action and/or out-of-service orders issued against it by the Agency). In coordination with state partners, FMCSA plans to complete a motor carrier strike force initiative which will concentrate on destinations where motorcoaches are often found.

For FY 2010, the Budget includes \$1.9 million

In FY 2010, the passenger carrier vetting system will continue, with all applicants being reviewed for compliance with the fit, willing, and able provisions of the regulations. Dismissed carrier applications will be directed to FMCSA’s division offices to make the states aware that unauthorized operations should not occur. The enforcement provisions of the Over-the-Road Bus Transportation Accessibility Act of 2007 will be implemented fully and data will be maintained on carriers that have their authority suspended or revoked for non-compliance. In coordination with state partners, FMCSA will continue to conduct field strike forces and terminal reviews on a national basis. In partnership with the Department of Justice, compliance review data will be collected on passenger carrier adherence to the American’s with Disabilities Act.

4. HAZMAT Safety and Permitting Operations

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*
Associate Administrator for Field Operations

The purpose of this performance element is to reduce serious HAZMAT incidents involving CMVs by ensuring that HAZMAT carriers comply with Federal Hazardous Materials Regulations (FHMRS). FMCSA accomplishes this through various enforcement interventions such as HAZMAT compliance reviews, HAZMAT shipper reviews, cargo tank facility reviews, HAZMAT package inspections, and HAZMAT vehicle inspections. FMCSA partners with PHMSA to ensure HAZMAT is transported in a safe and secure manner. FMCSA and PHMSA have developed systems to share HAZMAT information to support initiatives. FMCSA continues to partner with PHMSA to develop and enhance HAZMAT initiatives to support the Department’s requirement to reduce crashes and serious HAZMAT incidents.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will begin implementing a new HAZMAT shipper prioritization activity based on research completed in FY 2009. FMCSA will fully integrate the HAZMAT Permitting activity within the FMCSA safety activity and will conduct interventions on carriers applying for HAZMAT safety permits. The Agency will complete research into a methodology for identifying high risk HAZMAT shippers, service life of cargo tanks, enhancements of cargo tank design, and research to update FMCSA’s current HAZMAT risk assessment. FMCSA will provide an outreach initiative to the HAZMAT industry to address crashes involving cargo tank rollovers. The HAZMAT outreach initiative, based on findings of a FMCSA crash study, will target CMV drivers who transport HAZMAT in cargo tanks and address issues surrounding rollovers of cargo tank motor vehicles that transport HAZMAT. The Agency will complete development of the training curriculum for the mandated Sanitary Food Transportation Act of 2005. FMCSA will automate a carrier validation system for HAZMAT shippers to confirm that HAZMAT motor carriers that transport permitted materials possess a current and valid HAZMAT Safety Permit (HMSP). FMCSA will also continue to conduct cargo tank facility reviews and HAZMAT package inspections.

The FMCSA relies on state partners to identify countermeasures and safety strategies for success, so the Agency will complete an analysis of HAZMAT activities from state CVSPs to identify weaknesses and best practices. The Agency will fully implement a Radioactive Transportation activity to support the transportation of high level radioactive material as needed.

For FY 2010, the Budget includes \$9.0 million

For FY 2010, FMCSA will conduct prioritized interventions such as HAZMAT compliance reviews, HAZMAT shipper reviews, and roadside strike force enforcement to verify PHMSA registration, proper HAZMAT Safety Permit (HMSP) and safety compliance. The Agency will continue its efforts in conducting HAZMAT package inspections, HAZMAT cargo tank facility reviews, and vehicle inspections. FMCSA is expanding its partnerships with the HAZMAT industry by presenting cargo tank facility compliance information, presenting the results of research into the service life of cargo tanks, and promoting and communicating traffic enforcement efforts to reduce the incidents of rollover crashes.

The FMCSA is working to meet the mandate of the Sanitary Food Transportation Act of 2005 by providing training to its personnel and state enforcement personnel. FMCSA is continuing its efforts to reestablish the cargo tank manufacturing activity in coordination with PHMSA. FMCSA will use the findings of the HAZMAT serious crash study within the Agency to better focus resources on issues surrounding HAZMAT transportation. FMCSA will implement a routing analysis tool to ensure compliance with the HAZMAT routing regulations.

PERFORMANCE ELEMENTS (GRANTS TO STATES)

FMCSA has three grants to states performance elements that support this Strategy:

- 1. Motor Carrier Safety Assistance Grants**
- 2. Border Enforcement Grants**
- 3. Performance and Registration Information Systems Management (PRISM) Grants**

1. Motor Carrier Safety Assistance Grants

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*
Associate Administrator for Field Operations

The FMCSA's Motor Carrier Safety Assistance grants supplement state resources to reduce the incidence and severity of CMV crashes. They accomplish this by supporting and enhancing state CMV safety enforcement, technology deployment, and safety information capabilities.

Basic Motor Carrier Safety Assistance grants funds and safety performance incentive funds support state conducted roadside inspections, compliance reviews, traffic enforcement, public outreach, training, and data collection. High priority grants are dedicated to activities and projects that improve CMV safety, increase public awareness and education, and demonstrate new technologies to reduce the number and rate of crashes involving CMVs. New Entrant grants provide funding to state and local governments for new entrant motor carrier safety audits.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will continue to work with states to identify CMV high-crash corridors in their CVSPs and to propose specific actions for reducing the frequency and severity of CMV crashes in these corridors. The Agency will ensure that states include a significant number of Level III driver inspections in their CVSPs. For FY 2009, all states will include a bus inspection component into their CVSPs. FMCSA will encourage all states to conduct New Entrant Safety Audits, with the number of State-conducted New Entrant Audits continuing to increase.

For FY 2010, the Budget includes \$210 million

In FY 2010, FMCSA will require states to continue to identify CMV high-crash corridors and propose specific actions for reducing the frequency and severity of crashes in these corridors, as well as to emphasize traffic enforcement efforts on rural roads and in highway work zones. FMCSA will continue to increase emphasis and focus on drivers by ensuring that Level III inspections are a part of state-conducted roadside inspections. All states will continue to include a bus inspection component into their CVSPs. FMCSA will continue to encourage all states to conduct New Entrant Safety Audits, with the number of state-conducted New Entrant Audits continuing to increase.

FMCSA will work with our state partners to incorporate appropriate changes to CVSPs and grant deliverables in support of the CSA 2010 enforcement and business model. The Agency will also develop outreach and training materials to educate grantees on new performance measures that will gauge the effectiveness of the CSA 2010 interventions and other enforcement activities.

2. Border Enforcement Grants

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*
Associate Administrator for Field Operations

In 2007, trucks crossed the U.S. borders with Canada and Mexico nearly 11.9 million times. An estimated seven to ten percent of these trucks transported HAZMAT. Foreign carriers, drivers, and vehicles must comply with the same Federal safety regulations as their U.S. counterparts when operating in this country. Freight and CMV traffic crossing the international borders with Mexico and Canada continue to increase nearly every year. Close cooperation among Federal and state agencies is necessary to ensure that only safe and secure cargo, vehicles, drivers, and authorized carriers cross in an efficient manner at international borders. Border grant funding supports state efforts to enforce the Federal motor carrier safety, operating authority, and financial responsibility requirements on foreign carriers. This activity promotes the necessary telecommunications and IT systems among the states and with Federal border inspection agencies and the governments of Canada and Mexico. FMCSA will assist in identifying and locating foreign carriers and drivers that have violated Federal safety and security laws and regulations.

The Southern border enforcement grants funds are used to support state inspectors involved in inspection of foreign carriers, drivers, and vehicles along and near the border with Mexico. State truck and bus safety enforcement agencies have enhanced their presence along the southern border to staff state inspection facilities. The increased staff is necessary to meet the requirements of the FY 2002 DOT Appropriations Act.

Northern border enforcement grants are used to fund additional state inspection activities and related operations along the highway corridors leading from Canada. Northern border safety inspections present unique challenges because of the large number of crossings. The affected states have developed CMV enforcement activities unique to their situations, including hiring additional staff to address cross border traffic.

Anticipated FY 2009 accomplishments

In FY 2009, the southern and northern border states will ensure compliance by maintaining an optimal number of inspections of foreign-domiciled carriers and drivers operating at or near the U.S. borders. Inspections will include checks to verify that drivers possess a valid CDL or equivalent foreign license and ensure proof of required financial responsibility and active authority to operate in the United States. Federal and state personnel will ensure that priority is given to inspections of foreign domiciled motorcoaches and CMVs transporting HAZMAT.

For FY 2010, the Budget includes \$32 million

In FY 2010, the southern and northern border states will continue to promote compliance by maintaining an optimal number of inspections of foreign-domiciled carriers and drivers operating at or near the U.S. borders. Inspections include checks to verify drivers possess a valid CDL or equivalent foreign license and ensure proof of required financial responsibility and active authority to operate in the United States. Federal and state personnel ensure that priority is given to inspections of foreign domiciled motor coaches and CMVs transporting HAZMAT.

3. Performance and Registration Information System Management (PRISM) Grants

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*

PRISM is an essential component of the Agency's enforcement program, providing critical information to Federal and state personnel on the size and operating characteristics of carriers. PRISM provides a direct safety enforcement link by tying carrier safety performance to vehicle identification numbers (VINs). PRISM states require motor carriers to identify and link the USDOT number to each registered vehicle in their fleet. The link to individual VINs helps identify motor carriers that change company names in an attempt to evade FMCSA sanctions. PRISM grant funding to states is used primarily to establish information system connections between state vehicle registration agencies and FMCSA. This provides for safety status checks as a condition for receiving International Registration Plan (IRP) license plates from state licensing agencies.

One of the fundamental tenets of PRISM is that state vehicle registration agencies suspend a motor carrier's IRP license plates in conjunction with an FMCSA order to cease interstate operation. States also deny renewal of IRP license plates to any motor carrier that is prohibited from operating in interstate commerce by FMCSA. During FY 2008, FMCSA ordered nearly 972 motor carriers to cease interstate operations. These numbers are expected to continue to increase in both FY 2010 and FY 2011.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will make recommendations for activity enhancements based on analysis of the current activity being conducted by the GAO. The Agency will continue to conduct PRISM recruitment briefings and training and implementation plan development meetings with states to encourage new and continued participation. The Agency will conduct PRISM implementation status reviews to evaluate state compliance with grant objectives.

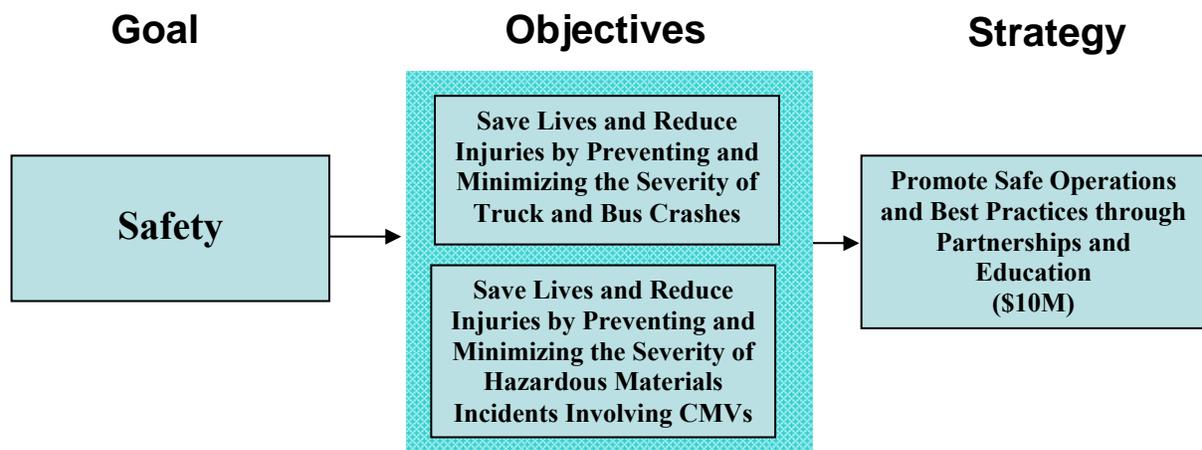
For FY 2010, the Budget includes \$5 million

For FY 2010, FMCSA will continue to oversee PRISM grants to participating states. The Agency will continue to increase connectivity at the roadside for law enforcement and will improve the near real-time carrier and vehicle safety status information for law enforcement officers to identify out-of-service carriers. FMCSA will continue to increase emphasis on upgrades of IRP offices for PRISM connectivity.

The FMCSA will continue to conduct briefings with state motor carrier associations and other stakeholders to educate them on model PRISM-enabling state legislation. FMCSA will continue to provide PRISM support to the states for technical IT assistance, identification of high-risk carriers, maintenance of the PRISM central site database, and coordination with state license plate registration system contractors. The Agency will continue to increase the number of states receiving automated notification of FMCSA out-of-service orders and invoking license plate sanctions and will increase the number of states enforcing census update requirements as a condition of license plate renewal. FMCSA will also work with state partners to increase the number of states that suspend, revoke, or deny license plates based on FMCSA’s determination that the carrier must cease interstate operations.

STRATEGY

Promote Safe Operations and Best Practices through Partnerships and Education



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$10 million.

A major part of this strategy is to provide high quality motor carrier safety and law enforcement training to FMCSA's customers. FMCSA's National Training Center (NTC) is responsible for training in the areas of commercial driver and vehicle inspection, drug interdiction, intelligent transportation systems, compliance and enforcement, highway safety, education and outreach, and management and support. The NTC serves as the national focal point for the development and delivery of motor carrier safety training to enhance the capabilities of participating state, Federal, and local government officials.

The state training courses are presented at various field locations nationwide. There is no tuition cost to the requesting state or agency. Since 2000, FMCSA has delivered over 1,000 training presentations to more than 32,000 state, Federal, and local government employees.

The FMCSA is doing more to heighten public awareness of the hazards of driving in and around trucks, consistent with broader DOT highway safety objectives. To change the behavior of drivers and heighten appreciation of safe operating practices, the Agency identifies problems or areas for improvement. This allows FMCSA to target educational materials and other outreach countermeasures to appropriate audiences. The Agency aims to impact the knowledge, attitudes, and behaviors of motor carriers, CMV drivers, and passenger vehicle drivers who operate in the vicinity of large trucks, especially among high-risk drivers.

The 2006 CMV Safety Belt Usage Study showed that only 59 percent of all CMV drivers use safety belts, compared to 81 percent of passenger car drivers. In 2005, of the 696 drivers of large trucks who died in truck crashes, 344 were not wearing safety belts. Therefore, the Agency partnered with NHTSA and engaged in a campaign to promote seat belt use among CMV drivers. FMCSA implements educational strategies to increase motor carrier compliance with the safety regulations, including safety belt use, and reduce the likelihood of a commercial vehicle crash. Due to these and other efforts, CMV safety belt usage has increased from 65 percent in 2007 to 72 percent in 2008, which compares to 83 percent of passenger car drivers.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has two Federal performance elements that support this Strategy:

- 1. Safety Training**
- 2. Outreach and Education**

1. Safety Training

Responsible Official: *Director, National Training Center*

This performance element assures that each federally funded motor carrier safety enforcement official is trained and qualified to enforce the FMCSRs, FHMRs, and other Federal laws, regulations, procedures, and policies to improve the safety of truck and bus transportation and the shipment of HAZMAT. FMCSA is the sole provider of motor carrier technical safety training for

Federal and state safety investigators, auditors, and inspectors. This training encompasses all CMV enforcement personnel including new hires, experienced enforcement officials, specialists, and program managers. This training also includes border operations training and provides additional border related training of the above material.

The FMCSA develops training for Federal and state personnel when significant rulemaking changes are implemented. Changes to rulemakings due to implementation of CSA 2010 and SAFETEA-LU mean extensive training demands in terms of development and delivery of training materials. Changes that will occur as a result of certification, maintenance of certification, and recertification will place new and revised demands on the training division.

Anticipated FY 2009 accomplishments

In 2009, FMCSA's NTC will place new emphasis on evaluating courses and ensuring the placement of a multi-disciplinary staff and full-time instructors whose collective skills and disciplines will combine to better meet its customers' diverse needs. Initiatives include establishing a team to work exclusively on integrating training with CSA 2010. The Agency will standardize the development of high quality courses using instructional systems design methodologies with the long-term goal of gaining accreditation for all key courses. FMCSA will add a capability to provide "on-demand" quick-turn around training, and will be taking aggressive steps to improve the learning environments at the metropolitan DC facility and Austin, Texas locations. The modernization effort will include implementing the most modern instructional approaches, such as distance learning and avatar based learning environments. To ensure that the Agency remains on track, it will publish the first training strategic plan, which outlines FMCSA's training, vision, goals, strategies, and measures of performance. The updated course materials, better techniques to facilitate adult learning, and integration of appropriate technology will ensure that the Agency produces highly proficient and capable motor carrier safety professionals and practitioners.

For FY 2010, the Budget includes \$4.5 million Federal Operations and \$2.0 million Motor Carrier Safety Assistance Grants

In FY 2010, FMCSA's NTC will focus on standardizing the quality and process for identifying optimal training approaches. The Agency is strengthening partner relationships through collaborative analysis using the learning industry's most respected methodologies and is standardizing all training development activities. As courses and curricula are modernized, FMCSA is exploring the viability of various options for accreditation of the training activity and maintaining these high standards in the most efficient and effective manner possible. The NTC will continue to focus on working with the CSA 2010 initiative to prepare the rollout training for the new business model and revamping existing material to fit the new model.

2. Outreach and Education

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*

The FMCSA conducts outreach and educational activities in support of DOT's strategic goals. The Agency partners with Federal Highway Administration (FHWA), NHTSA, states, safety advocates, enforcement and industry stakeholders to inform and heighten public awareness and appreciation of the safe operation and best driver safety practices for both CMVs and the passenger vehicles. The Agency provides consumer awareness materials to the general public to equip them with the information necessary to protect themselves against moving fraud by dishonest movers.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will promote the adoption of the Ticketing Aggressive Cars and Trucks (TACT) activity in selected states to demonstrate the effectiveness of combining high-visibility enforcement with education, communications, and evaluation. FMCSA will conduct a National Occupant Protection Use Survey (NOPUS) of safety belt use among CMV drivers in order to measure the effectiveness of the CMV Safety Belt Outreach Program.

The FMCSA will highlight CMV safety belt outreach and enforcement activities during Roadcheck 2009. Roadcheck is the largest targeted enforcement activity on commercial vehicles in North America, with approximately 14 trucks or buses being inspected, on average, every minute from Canada to Mexico during a 72-hour period in early June. Approximately 8,522 Commercial Vehicle Safety Alliance (CVSA)-certified inspectors at 1,850 locations across North America perform the truck and bus inspections. FMCSA will continue the CMV Safety Belt Partnership for development and dissemination of outreach material and strategies to increase CMV safety belt usage. The Agency will continue to translate designated outreach materials into Spanish and French. FMCSA will continue to research, design, and develop education and training materials concerning passenger safety for bus companies and their drivers. The Agency will continue to develop and implement educational materials in support of FMCSA's Medical Examiner's Certification Program.

FMCSA plans to develop a Driver Outreach initiative that will focus existing messages and information on CMV and driver-specific regulations and issues. This Driver Outreach Initiative will promote awareness and education among CMV drivers regarding FMCSA safety requirements and activities and the impact of health and wellness in relation to safe driving. With nearly 14 million licensed CMV drivers, it is essential for drivers to understand and value the importance of safety and health. The Driver Outreach Initiative Task Force will develop a strategic plan to launch the initiative using non-traditional, as well as traditional mediums and best practices to reach the majority of licensed CMV drivers.

For FY 2010, the Budget includes \$3.5 million

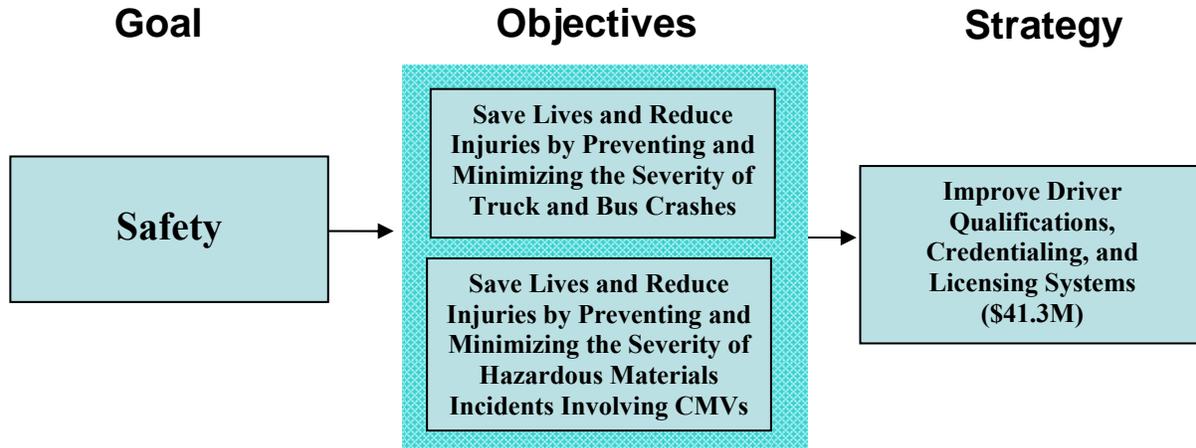
In FY 2010, FMCSA will implement the new Driver Outreach Initiative. FMCSA will continue to promote the TACT activity in selected states with the highest fatality and crash rates to demonstrate the effectiveness of combining high-visibility enforcement with education, communications, and evaluation. FMCSA will complete an ongoing evaluation of TACT and establish best practice strategies for future improvements. The Agency will continue to conduct a NOPUS survey of safety belt use among CMV drivers in order to measure the effectiveness of the CMV Safety Belt outreach initiative. As a result of outreach and education activities safety belt use among CMV drivers will continue to improve.

The Agency will highlight CMV safety belt outreach and enforcement activities during Roadcheck 2010. FMCSA will continue the CMV Safety Belt Partnership for development and dissemination of outreach material and strategies to increase CMV safety belt usage. The Agency will continue to translate designated outreach materials into Spanish and French.

FMCSA will continue to research, design, and develop education and training materials concerning passenger safety for bus companies and their drivers with additional outreach to faith-based organizations. The Agency will also continue to develop and implement educational materials in support of FMCSA's Medical Examiner's and CSA 2010 activities.

STRATEGY

Improve Driver Medical Qualifications, Credentialing, and Licensing Systems



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$41.3 million.

This strategy addresses increasing issues with CMV driver medical qualifications, proper credentialing, and controlled licensing. FMCSA is working to ensure that a driver's CDL is not obtained through fraud, allowing unsafe operators to operate CMVs on our nation's roads. FMCSA continues work on unifying the driver's medical qualifications as part of an overall licensing process that ties into the issuance of a CDL.

The FMCSA is working to provide information to carriers and drivers on medical rules and impending guidance. The Agency will develop and implement CMV driver fitness for duty activities that govern the safety and health of CMV drivers. Section 4116 of SAFETEA-LU requires the Secretary of Transportation to establish and maintain a current National Registry of Certified Medical Examiners whose examiners are qualified to perform examinations and issue medical certificates for CMV drivers. SAFETEA-LU requires that medical examiners complete an education activity on the driver physical qualification standards. FMCSA is developing the National Registry to establish clearly defined standards for medical examiner competency through training, testing, certification, and recertification. This activity will allow FMCSA to perform quality reviews of medical examiner performance and practice, including analyses of medical examination reports.

SAFETEA-LU also requires the establishment of a surveillance system for medical examiner reporting and the Motor Carrier Safety Improvement Act (MCSIA) of 1999 requires the merging of the medical certification and CDL process to enhance the monitoring of drivers' medical status, which supports safety by providing new enforcement capabilities for states and FMCSA. Through these activities, FMCSA will develop and implement evidence-based medical standards for CMV drivers. The Agency must review and revise, where appropriate, FMCSA's medical standards and develop new standards where critical gaps exist. FMCSA will work with the Medical Review Board (MRB) to institutionalize a permanent, continuous review cycle for medical policy and research.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has two Federal performance elements that support this Strategy:

- 1. Federal Commercial Driver's License (CDL) Operations**
- 2. Driver Medical Qualifications**

1. Federal Commercial Driver's License (CDL) Operations

Responsible Official: *Associate Administrator for Enforcement and Program Delivery*

This performance element provides regulatory development, interpretation, and oversight to ensure rules are in place and effective so that only qualified drivers receive a CDL and help identify and remove disqualified drivers from the road. Since the responsibility for issuing and managing CDLs rests with states, this performance element provides covert and overt task forces to identify fraud and compliance reviews of state CDL programs.

More than 13 million CDLs have been issued since the first was issued in 1989. Every month, another 40,000 CDLs are issued by states. Since the FMCSA CDL state compliance reviews were initiated in 1994, every state CDL activity has been reviewed at least three times. Currently, FMCSA reviews a state at least every 3½ years or sooner if a problem is identified within the State's program.

The DOT's OIG has identified the need for improved oversight of the CDL activity as a Departmental Management Challenge. One of the principal findings of the OIG is that the risk of CDL fraud is a significant issue within the states.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will continue to follow the current schedule of conducting a review of all the state CDL activities every 3 ½ years. The Agency will conduct focused reviews as needed to address specific state activities that are compliance issues. FMCSA will continue an emphasis on outreach to its state Motor Carrier Safety Assistance grants state partners regarding recent changes to the CDL regulations being implemented through rulemaking. FMCSA's goal for FY 2009 is to increase field staff involvement and conduct an annual review of each state's action plan.

For FY 2010, the Budget includes \$0.8 million

In FY 2010, FMCSA will continue its CDL activities to build on prior accomplishments and ensure that states are in compliance with the current and newly effective CDL requirements. This will include working closely with the states as they begin to implement the new CDL information system (CDLIS) modernization requirements and the merging of the medical certification requirements as part of the CDL record.

2. Driver Medical Qualifications

Responsible Official: *Associate Administrator for Policy and Program Development*

The FMCSA has jurisdiction over the medical oversight of approximately 14 million commercial drivers. The increasing number of CMV drivers and the prevalence of medical conditions related to an aging population, such as cardiovascular disease and musculoskeletal injury, will have a detrimental effect on the safety and health of commercial drivers and highway safety overall. FMCSA's medical activity has developed a strategy for creating a much-improved comprehensive medical program, including evaluation of the current medical certification process and successful implementation of key initiatives. The driver medical oversight function covers medical regulation and policy development, development of an examiner performance system (the National Registry of Medical Examiners), and establishment of state and Federal capacity for medical status reporting and monitoring.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will appoint new MRB members, hold several MRB meetings and continue review of medical standards. By the end of FY 2009, FMCSA will have analyzed all of the FMCSR medical standards and guidelines, completing a minimum of five comprehensive and expedited reviews. FMCSA will develop a long-term schedule of research and evaluation activities to support the medical program.

The FMCSA will partner with other organizations to successfully implement the driver medical oversight activities. The Agency will conduct an American College of Occupational and Environmental Medicine (ACOEM) Visiting Scholar activity to complete one priority research project. FMCSA will lead a national scientific meeting that focuses on CMV health standards, policies, and emerging issues and establish new partnerships to collaborate on CMV driver health and safety issues.

The FMCSA will finalize the core curriculum specifications and the on-line medical examiner handbook, and conduct a national meeting with training organizations and medical examiner organizations to involve participants in the implementation of the public/private partnership.

The Agency will publish a final rule linking the medical examiner's certificate with the CDL.

For FY 2010, the Budget includes \$6.5 million

For FY 2010, FMCSA will complete an implementation plan for the medical certification CDL final rule and provide guidance to the states for executing the compliance requirements.

The Agency will reach out to stakeholder groups and the public through the internet, meetings, listserv, and other means to maximize early participation. FMCSA plans to implement an online application process for vision exemptions.

PERFORMANCE ELEMENTS (GRANTS TO STATES)

FMCSA has three Grants to states performance elements that support this Strategy:

- 1. Commercial Driver's License (CDL) Improvement Grants**
- 2. Commercial Driver's License Information System (CDLIS) Grants**
- 3. Commercial Motor Vehicle (CMV) Operator Grants**

1. Commercial Driver's License (CDL) Improvement Grants

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*
Associate Administrator for Field Operations

Since the implementation of the CDL program, there have been numerous regulatory changes implemented by the states. FMCSA and others have discovered instances of fraud in the CDL activity that represents safety and security concerns. To address this need, Congress created the CDL Improvement grant to provide funding to states to assist them in implementing programmatic changes and combating fraud.

In response to public and Congressional concerns, the Motor Carrier Safety Act of 1986 directed DOT to establish Federal minimum standards for licensing, testing, qualification, and classification for commercial drivers. These standards were designed to: (1) prohibit commercial drivers from possessing more than one commercial license; (2) require that commercial drivers pass meaningful written and driving tests; (3) include special qualifications for HAZMAT drivers; and (4) establish disqualifications and penalties for drivers convicted of certain traffic violations. States that failed to comply with the requirements imposed by the DOT would be subject to withholding of a percentage of their highway funds. To enable the states to fully implement the provisions of the Act, DOT, in partnership with the American Association of Motor Vehicle Administrators (AAMVA), created the national CDLIS pointer system that would enable the states to communicate and exchange driver license information.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will continue to improve financial tracking systems to monitor state expenditures under CDL improvements and CDLIS modernization grant activities and will review activities to ensure that funds are used for critical eligible activities. As the Agency monitors effectiveness of activities, it will ensure that all 50 states and the District of Columbia are compliant with all CDL requirements. FMCSA will emphasize the use of grant funds by the states to meet the notification deadlines established in Federal regulations for reporting licensing information to CDLIS and reporting disqualifications and traffic violations to a driver's home state. FMCSA will direct the states to reduce the percentage of errors in state to state data transmissions.

For FY 2010, the Budget includes \$25 million

In FY 2010, FMCSA will continue to emphasize and monitor the use of CDL grant funds by the states for critical eligible activities. This will include emphasizing the use of CDL grant funds by the states to implement the merging of the medical certification requirements as part of the CDL record and continued funding activities to combat fraud.

2. Commercial Driver's License Information System (CDLIS) Grants:

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*

The FMCSA selected AAMVA, a non-profit association that represents the state officials who administer and enforce motor vehicle laws, as the responsible organization for operating and modernizing the CDLIS. In full operation since April 1992, CDLIS serves as a clearinghouse that each of the 51 jurisdictions (the 50 states and the District of Columbia) can check before issuing a CDL. CDLIS helps to ensure that only one license or CDL is issued to each driver nationwide and ensures that all convictions are reported to the licensing state and are made a part of the driver's record. CDLIS includes links to the Canadian and Mexican CDL systems that enable Federal and state enforcement personnel to verify the status of Canadian and Mexican drivers that operate CMVs in the United States.

CDLIS was originally created to accommodate approximately four to five million drivers and currently includes nearly 14 million CDL records. A modernization effort will enable FMCSA and the states to take advantage of new IT advances and expand CDLIS' storage capacity to make it more responsive to current needs. As required by SAFETEA-LU, the modernization plan must do the following: (1) comply with applicable Federal IT security standards; (2) provide for the electronic exchange of all information, including posting of convictions; (3) contain self-auditing features to ensure that data is being posted correctly and consistently by the states; (4) integrate the CDL and medical certificate; and (5) provide a schedule for modernization of the system. This project will result in a system that satisfies the criteria specified in Section 4123 of SAFETEA-LU.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will award CDLIS grant funds to AAMVA for development of the modernized CDLIS including completion of central site programming, developing system specifications for the states' implementation of the modernized CDLIS, and developing structured tests of state CDLIS systems. The Agency plans to provide grant funds to the states to continue systems changes and implementation efforts. The Agency will also improve overall security of CDLIS by working with AAMVA to apply higher security standards to the system.

For FY 2010, the Budget includes \$8 million

In FY 2010, the Agency plans to continue providing grant funds to the states for their implementation efforts of the new modernized CDLIS. The Agency will also monitor the use of CDLIS grant funds by the states and AAMVA for eligible activities and continue work on improving security standards.

3. CMV Operators Grants

Responsible Officials: *Associate Administrator for Enforcement and Program Delivery*
Associate Administrator for Field Operations

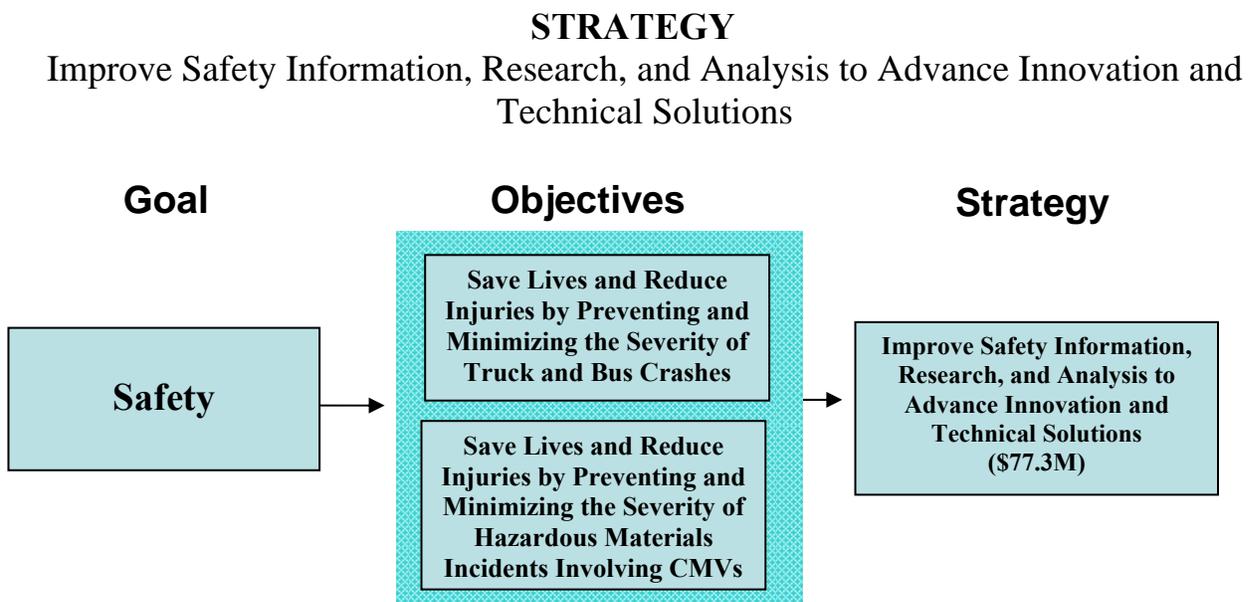
The CMV Operators grant was created to provide an incentive to support quality training for CMV operators. These funds are intended for community colleges, truck driver training schools, or individuals. Because driver behavior was identified as the most prominent cause of truck crashes, these funds will help the Agency achieve its goal of reducing large truck and bus related fatalities.

Anticipated FY 2009 Accomplishments

In FY 2009, this grant will provide funds to train operators and future operators in the safe use of CMVs. FMCSA will distribute this grant funding to qualified applicants in accordance with criteria established by the Agency that address FMCSA’s priority areas for training to meet the Agency’s long term safety goal.

For FY 2010, the Budget includes \$1 million

For FY 2010, FMCSA plans to continue providing grants to states for training operators and future operators in the safe use of CMVs.



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$77.3 million.

The FMCSA mission is heavily dependent on complete, timely, and accurate data. To this end, FMCSA’s information management and analysis activities are extremely important. The data the Agency collects and the analysis it performs provides the necessary information and evidence base to make sound and well informed decisions. To improve the effectiveness and efficiency of this data, FMCSA continues to modernize its outdated architecture and applications. This effort, called COMPASS, is a top Agency priority that ensures streamlined access to information for the enforcement community, both Federal and state, so they can more efficiently examine company and driver performance data and take appropriate actions against unsafe motor carriers and drivers.

The FMCSA uses research to identify new and emerging technologies that will help to reduce crashes, injuries, and fatalities and will contribute to a safe, secure, and highly mobile transportation network. Research projects are focused on new technologies that produce safer drivers and carriers, improve the safety of CMVs, and advance safety through information-based initiatives.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has two Federal performance elements that support this Strategy:

- 1. Information Management**
- 2. Research and Technology**

1. Information Management

Responsible Officials: *Associate Administrator for Research and Information Technology*

This performance element addresses the efficient and effective collecting, compiling, analyzing, and disseminating of crucial safety data so that FMCSA and its safety partners can develop the most effective countermeasures, including regulations, programs, and policy, conduct operations, and allocate scarce resources to positively impact truck and bus safety. Without the best and most reliable data or adequate IT tools, FMCSA and its safety partners will not be able to accurately focus on the highest risk motor carriers, drivers, and vehicles, nor will FMCSA be able to measure the effectiveness of its programs. Information management is the backbone for all major FMCSA activities that lead to reducing fatalities and injuries resulting from truck and bus crashes.

IT provides a vital and integral part of the Agency's service delivery model by providing unique application and infrastructure support. FMCSA continues to undergo its major business and IT transformation and modernization effort, which is necessary to replace the current system architecture consisting of multiple stand-alone databases and requirement of numerous user identifications (IDs) and passwords. COMPASS is a top priority for the Agency and its completion will ensure more effective and efficient identification and enforcement of unsafe motor carriers and drivers. Through COMPASS, FMCSA is working towards retiring numerous legacy and outdated architecture and systems, and transitioning the organization to a fully web-based environment built on an integrated suite of commercially available IT solutions. FMCSA is implementing additional functionality of the existing enterprise web portal, expanding of E-Authentication, and improving data warehousing capabilities. These efforts support the CSA2010 initiative by delivering the necessary functionality for all phases of its implementation.

The FMCSA continues to improve the quality of motor carrier inspection and crash data collected and uploaded to FMCSA by states. The Agency will continue to analyze the economic and environmental impacts of FMCSA regulations and evaluate the effectiveness of FMCSA enforcement policies and activities using quantitative methods and results. FMCSA provides data, analyses, and online tools to Federal, state, and industry participants. Such efforts improve the data and analysis used by FMCSA and its state partners in policy, program, and regulatory development, enhance Agency decision-making, improve the efficiency of CMV enforcement programs, and allow FMCSA to be responsive to requests for information. In turn, such efforts improve CMV safety and are responsive to GAO, OIG, and National Transportation Safety Board (NTSB) recommendations.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will provide continued operations and maintenance, enhancements, hardware, software, training, and technical support of Agency systems. The Agency will complete the deployment of single sign-on to all safety systems, which will reduce the time users spend signing on to various systems to get data thus freeing up time to spend on safety-related activities.

The FMCSA will begin the process for developing new functionality will simplify the registration process for carriers, improve detection of chameleon carriers, and enhance data quality. The FY 2009 activities will focus on functionality required to support the new entrant rule. These activities will include functionality for applicants to access robust online content; apply new entrant customer correspondence and notification updates, workflow, and rules engines that can be used to identify and send alerts for chameleon carriers; and a Customer Service Portal view to meet new entrant needs.

In FY 2009, COMPASS will support one of the key functionalities required by CSA 2010, a new way to prioritize enforcement actions. Initially, this functionality will be limited to a specific group of carriers, but will be expanded to all carriers by the end of 2010. Functionality will provide visibility to carriers' safety scores, as defined by CSA 2010's Behavioral Analysis and Safety Improvement Categories (BASICS) algorithm; and assignment of CSA-defined interventions will enhance targeting of unsafe carriers, resulting in improved safety.

In FY 2009, FMCSA will work with its state partners to increase the number that achieve "green" or good status for timeliness, accuracy, and completeness criteria in the area of data management. FMCSA will conduct offsite state data quality assessments to assist in this process. The Agency will complete onsite data quality reviews with states to assess the relative quality of crash and inspection data collection and reporting at the state level. FMCSA will produce motor carrier safety statistics based on crash and roadside inspection data and will provide motor carriers' safety information online to the general public through its Analysis and Information website.

For FY 2010, the Budget includes \$40.3 million

In FY 2010, FMCSA plans to optimize its systems to benefit stakeholder organizations and customers through COMPASS in support of CSA 2010 and other Agency priorities. FMCSA will continue to improve its IT services by providing additional features and interfaces and allowing for more intense monitoring of motor carriers. There will be a greater array of system tools for FMCSA field and state personnel engaged in conducting inspections, investigations, and reviews. As functionality is implemented in COMPASS, those same functions will be retired from the legacy systems. Operations and maintenance, technical support, hardware, software, and training will continue to be provided to the Federal and state enforcement users.

In FY 2010, FMCSA plans to get more states to achieve green status for timeliness, accuracy, and completeness of data. FMCSA plans to complete additional off site state data quality assessments, and on site data quality reviews. The Agency will continue to produce motor carrier safety statistics based on crash and roadside inspection data and will provide motor carriers safety information online to the general public through its Analysis and Information website. Lastly, FMCSA will continue to provide timely and high quality economic and environmental analysis for all of the Agency's significant rulemakings.

2. Research and Technology

Responsible Official: *Associate Administrator for Research and Information Technology*

The Research and Technology (R&T) performance element provides for conducting systematic studies, which provide robust scientific discovery, knowledge, and understanding of the factors involved in CMV crashes. FMCSA has a focus on adopting, testing, and deploying innovative driver, carrier, vehicle, and roadside best practices and technologies.

The development, testing, and deployment of simple and advanced innovative driver and vehicle technologies and integrated IT solutions support the Agency's priorities by demonstrating new roadside safety technologies and operational concepts. This activity accelerates the deployment of vehicle-based and other safety and security technologies.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will produce safer drivers, improve safety of CMVs, produce safer carriers, advance safety through information-based initiatives, and improve security through safety initiatives based on research activities.

To produce safer drivers, FMCSA will complete 10 R&T studies, including a new FMCSA website section that provides defensive driving tips for Fleet Safety Managers and CMV drivers based on a naturalistic driving video which depicts real drivers in real world situations. The Agency will pilot test a low-cost onboard monitoring system, the DriveCam system, to improve driver performance through remediation of risky driving behaviors such as distracted driving and drowsiness. The pilot test will be conducted with two motor carriers and 100 commercial vehicles. FMCSA will conduct a driver distraction study in commercial vehicle operations, complete an assessment of the cost and safety benefits of implementing the North American Fatigue Management Program (a joint U.S.-Canada project), and complete a study that examines the effectiveness of the current 34-hour restart provision under best and worst case schedules.

To improve safety of CMVs, FMCSA will complete four studies including an assessment of occupational exposures faced by CMV drivers. This study simultaneously measures air pollution concentrations, noise, and vibration inside truck cabs and sleeping berths while driving in different speeds and idling at a truck stop. The Agency will conduct a study to identify factors that affect the service life of cargo tanks, which will provide guidelines for testing, inspection, assembly, and repairing cargo tanks, as well as information needed to update the FMCSRs regarding cargo tanks. FMCSA will complete an industry demographics report that will analyze investment and deployment patterns, examine operational differences and issues, develop strategies to accelerate onboard safety systems (OSS) deployment, and document training requirements, maintenance issues, driver perspectives, and other factors. The Agency will complete an OSS assessment report that will focus on a survey of the industry's awareness of, use of, and satisfaction with these systems; their rate of deployment; the number of suppliers; and the associated costs and benefits.

To advance safety through information-based initiatives, FMCSA will complete four studies including a HAZMAT Shipper Prioritization study, which will develop an algorithm to identify HAZMAT shippers who should receive safety compliance reviews. The Agency will expand on the HAZMAT Serious Crash Analysis, which will provide more detail on the factors that contribute to serious crashes involved in HAZMAT crashes. FMCSA will deliver a Report to Congress on the Motor Carrier Efficiency Study.

For FY 2010, the Budget includes \$9.0 million

In FY 2010, FMCSA will analyze data collected for the Large Truck Crash Causation Study (LTCCS) and the Naturalistic Driving Program to gain a better understanding of the precursors to different crash types and how these crashes can be prevented. FMCSA will develop an unobtrusive fatigue monitoring system that can detect and warn drivers who are drowsy or about to fall asleep. FMCSA will continue work on the second phase of a Small Business Innovative Research (SBIR) project to develop a low cost, easily installed device to increase safety belt use.

FMCSA will continue research aimed at accelerating the deployment of vehicle-based, and other safety and security technologies to reduce crashes. The Agency will complete evaluations and assessments of existing on-board safety systems, as well as continue tests for more rigorous evaluations of "next generation" on-board safety systems, such as integrated collision warning systems, stability systems, and collision mitigation systems. FMCSA will continue ongoing research activities such as the Field Operational Test (FOT) of new safety technologies.

The FMCSA will continue activities aimed at assuring interoperability of systems supporting safety, security, and productivity and providing technical assistance to states. FMCSA will continue its long term partnership with the National Academies' Transportation Research Board (TRB) to increase TRB's participation and expertise in FMCSA's analysis, research, and technology activities.

**PERFORMANCE ELEMENTS
(GRANTS TO STATES)**

FMCSA has two Grants to states performance elements that support this Strategy:

- 1. Commercial Vehicle Information Systems and Networks (CVISN) Grants**
- 2. Safety Data Improvement Grants**

1. Commercial Vehicle Information Systems and Networks (CVISN) Grants

Responsible Official: *Associate Administrator for Research and Information Technology*

CVISN deployment integrates state, Federal, and carrier systems to improve safety and productivity. This activity solves institutional and architectural issues, as well as technical problems related to providing electronic access to timely and accurate motor carrier safety and other credentials information. Through the program, FMCSA is working to save lives, produce substantial cost savings for states and motor carriers, and improve the efficiency of commercial vehicle operations.

CVISN deployment is an unprecedented cooperative effort, comprised of a variety of stakeholders, including FMCSA, DOT and other Federal agencies, the states, motor carrier and industry associations, and the private sector. Limitation in states' resources represents the most significant constraint to achieving the safety goals supported by the CVISN Deployment Program. These constraints are regularly addressed by working on increasing partnerships and creating opportunities to leverage each other's work.

The FMCSA will implement expanded CVISN capabilities to enhance the safety, security, and productivity of commercial vehicle operations. FMCSA, in cooperation with the CVISN stakeholder community, defined and prioritized a “menu” of potential expanded CVISN capabilities. They include exchanging additional safety information and information about commercial drivers, ensuring data quality, developing an integrated approach to roadside operations, and expanding electronic credentialing and screening functions. Additional capabilities include developing business cases, interoperability tests, and sharing lessons learned and best practices.

The deployment of CVISN systems yields safety and operational benefits include improved highway safety and security, as well as highway operations, increased operational efficiency for motor carriers using CVISN systems, enhanced customer service via web-based credentialing systems, and improved data accuracy.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will explore commercial driver information sharing capabilities in several states. The Agency will explore additional expanded CVISN functionality in the driver information sharing area, as well as enhanced safety information sharing and expanded electronic credentialing and screening.

The grant will provide states with critical funding to deploy both core and expanded CVISN capabilities. FMCSA will provide technical assistance and support to states on their core and expanded CVISN deployment efforts. FMCSA will accept CVISN plans for expanded capabilities from states and provide CVISN deployment grants to states to implement expanded CVISN capabilities. FMCSA will continue its efforts to develop a comprehensive strategy to create an integrated information systems and technology-based initiative for the next reauthorization.

For FY 2010, the Budget includes \$25.0 million

In FY 2010, FMCSA will continue to provide states with critical funding to deploy both core and expanded CVISN capabilities. FMCSA will continue to provide technical assistance and support to all states on their core and expanded CVISN deployment efforts and will provide CVISN deployment grants to additional states to implement core CVISN capabilities. FMCSA will also integrate and align CVISN with the Agency’s CSA 2010 business process.

2. Safety Data Improvement (SaDIP) Grants

Responsible Official: *Associate Administrator for Research and Information Technology*

The FMCSA is responsible for regulating the safety of interstate truck and motor coach travel in the United States. To fulfill this role, FMCSA collects safety data from the states, motor carriers, Federal staff, and other sources. FMCSA uses the collected data to evaluate and enhance its safety programs, update inventories, monitor compliance of motor carrier companies, measure the condition of vehicle fleets, track the driving records of licensed operators, and record crashes involving CMVs on public roadways. High quality, timely data in each of these areas is crucial to the mission of improving CMV safety in the U.S.

The FMCSA has established, and had in effect for several years, a comprehensive data quality improvement effort to ensure the availability of superior data and support governments,

businesses, and citizens in making appropriate decisions about motor carrier safety. One aspect of this effort involves providing financial and technical assistance to the states to assist them in improving the timeliness, accuracy, and completeness of safety data reported to FMCSA’s safety systems.

The FMCSA recognizes that each state faces unique challenges when collecting and reporting safety data. As a result, the Agency has implemented Safety Data Improvement (SaDIP) to help states identify their challenges and implement improvement strategies.

Anticipated FY 2009 Accomplishments

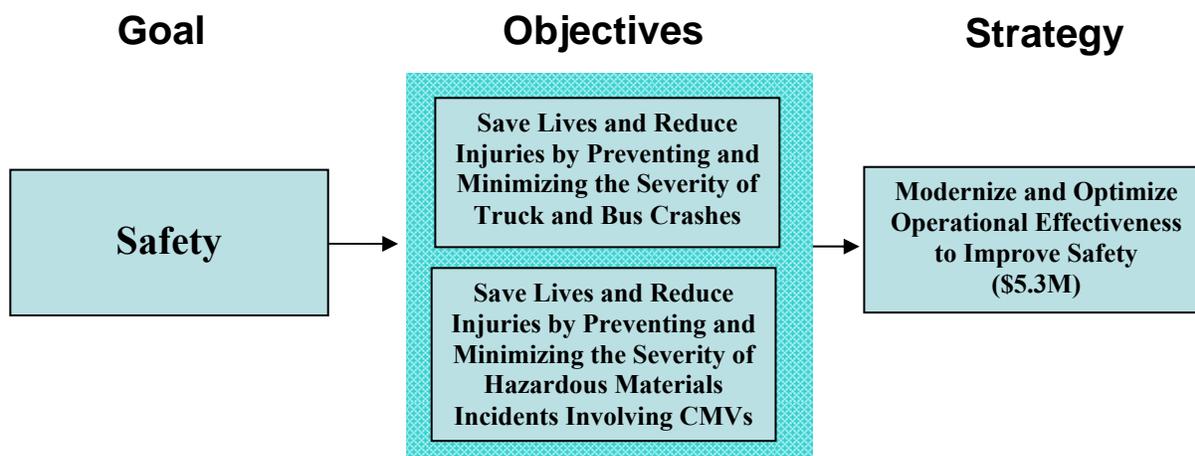
In FY 2009, FMCSA will continue to work with states to improve overall quality of state reported data collection and reporting and to increase the number that achieve “green” status based on the timeliness, accuracy, and completeness criteria established and monitored by FMCSA and made available to states via internet access.

For FY 2010, the Budget includes \$3.0 million

In FY 2010, FMCSA plans to continue working with states to improve overall quality of State-reported data collection and reporting, with the expectation that additional states will achieve “green” status based on the timeliness, accuracy, and completeness criteria established and monitored by FMCSA and made available to states via internet access.

STRATEGY

Modernize and Optimize Operational Effectiveness to Improve Safety



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$5.3 million.

The FMCSA’s major initiative to modernize and make more effective Agency enforcement activities is its CSA 2010 initiative. This effort will lead the Agency into a more cost effective approach to carrying out its compliance and enforcement programs. Aside from roadside

inspections, the safety CR is the primary intervention tool FMCSA has used historically to enforce compliance with the FMCSRs. However, the CR is very labor intensive. During a CR, a FMCSA safety investigator examines a motor carrier's safety management practices and compliance with the FMCSRs at the carrier's place of business. Although very effective, CRs require approximately one-half of the Agency's human resources, while reaching directly only about two percent of all motor carriers annually.

PERFORMANCE ELEMENT **Comprehensive Safety Analysis 2010**

FMCSA has one Federal performance element that supports this Strategy:

Comprehensive Safety Analysis 2010 (CSA 2010)

Responsible Official: *Assistant Administrator and Chief Safety Officer*

The goal of CSA 2010 is to “touch” more regulated entities through a broader array of interventions, while optimizing FMCSA resources. With the growing body of research and crash data suggesting that driver behavior is the predominant and critical contributing factor in fatal crashes, CSA 2010 is also looking at ways to change unsafe driver behavior through new interventions. CSA 2010 is not a stand-alone initiative, but a “comprehensive safety analysis” involving the entire Agency in a collaborative effort. When fully tested and eventually implemented, CSA 2010 will provide FMCSA with a new operational model (Op-Model) that will greatly enhance the Agency's efficiency and effectiveness to reach and thoroughly evaluate a significantly larger portion of the regulated population, both carriers and drivers.

This CSA 2010 process began with the Compliance Review Working group in 2002. This working group lead to the creation of a team made up of FMCSA field and headquarters staff and its state partners to develop a new enforcement model based on the premise that unsafe behaviors cause crashes. CSA 2010 was designed to emphasize on-road safety performance as a leading indicator of future motor carrier and driver safety performance.

CSA 2010 will implement a new safety measurement system (SMS) that measures the safety performance of carriers and drivers and takes into account all safety violations (not just acute and critical violations which is now the case), weighted on the basis of their linkage to crash causation. The SMS enables FMCSA to more readily pinpoint specific unsafe behavior on the part of carriers and drivers.

The FMCSA has developed a new safety-fitness-rating methodology as part of CSA 2010, which is no longer tied to the resource-intensive CR and relies more strongly on roadside safety performance data categorized into the following seven BASICS: Fatigued Driving, Unsafe Driving, Vehicle Maintenance, Driver Fitness, Improper Loading/Cargo Securement, Controlled Substances and Alcohol, and Crash History.

The Agency has also created new progressive interventions designed to change unsafe behavior early while identifying the root cause of the safety problem. This new intervention “toolbox” is progressive in nature and uses specific targeted activities based on the carriers safety-fitness-rating from their BASICS. These interventions are warning letters, off-site investigations, on-site focused

investigations, and on site comprehensive investigations (similar to the current CR). This tool-box includes a cooperative safety plan, notice of violation, and notice of claim follow-on actions.

Beginning in February 2008 and continuing to December 2010, FMCSA is testing the core and enabling elements of the CSA 2010 operational model. FMCSA is currently conducting an Op-Model test in Colorado, Georgia, Missouri and New Jersey, as well as performing an independent analysis throughout the 30-month test.

The FMCSA has received encouraging results from the Op-Model test. Preliminary results show that the Agency has been able to contact approximately four times as many motor carriers through the new intervention process and conducted more investigations and follow-on corrective actions than under the current process used for the control group.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will continue to refine the new SMS for motor carriers (CSMS) and drivers (DSMS) and refine the interventions based on Op-Model test results. The Agency will continue to conduct the 30-month Op-Model test in four states and will continue to analyze the results. FMCSA plans to increase participation in the Op-Model test by adding and fully training a minimum of two additional states.

The Agency will develop plans for Agency-wide implementation of CSA 2010 for national rollout scheduled for December 2010 and will execute components of the CSA 2010 implementation plan including IT requirements, development, communications/outreach, training, and workforce analysis.

The Agency will continue to provide CSA 2010 development support for the CSA 2010 Carrier Safety Fitness Determination rulemaking. The Agency plans to have a notice of proposed rulemaking (NPRM) published in FY 2009. Additionally, FMCSA will continue to provide CSA 2010 development support for the Drug and Alcohol Testing Results rulemaking.

The FMCSA will continue to work with the CVSA to improve roadside inspection uniformity in support of CSA 2010 and develop a long-term solution for determining crash accountability for fatal and nonfatal CMV crashes in support of the CSA 2010 program.

For FY 2010, the Budget includes \$5.3 million

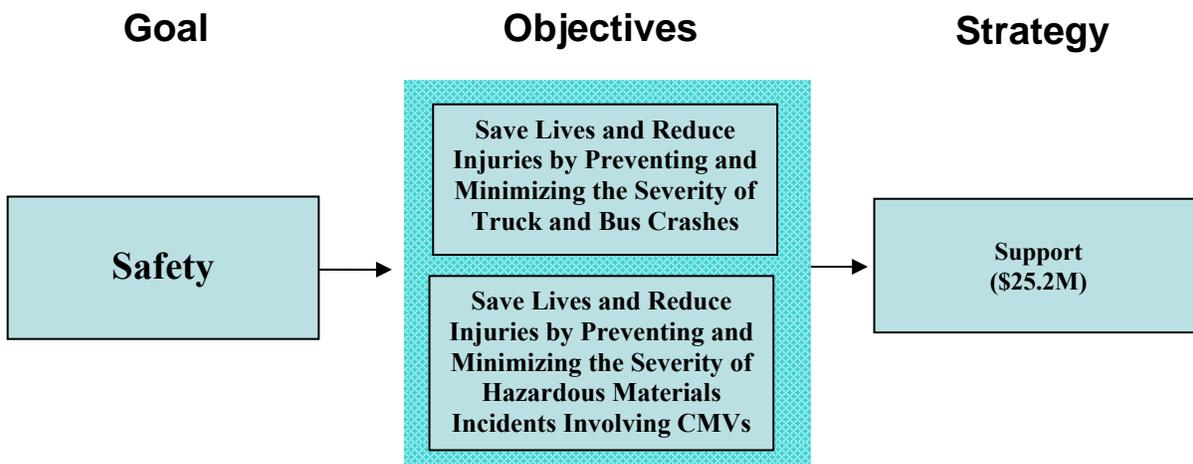
In FY 2010, FMCSA plans to implement CSA 2010 by replacing the Agency's current motor carrier measurement system, SAFESTAT, with the CSA 2010 SMS. This is scheduled to occur in summer 2010. The Agency plans to send CSA 2010 warning letters nationwide to inform motor carriers of safety problems beginning then. FMCSA will provide roadside inspectors nationwide with access to a motor carrier's safety data, as reflected in the carrier's BASIC scores. This data can then be used to select the motor carrier for inspection in support of the CSA 2010 initiative. FMCSA plans to have this data available to roadside inspectors by summer 2010. Finally, FMCSA plans to deploy CSA 2010 interventions nationwide to supplement the CR by the end of the year.

The FMCSA will continue to conduct the 30-month Op-Model test and will continue to analyze the results. The test is scheduled for completion in 2010. The Agency will continue to provide

CSA 2010 development support for the CSA 2010 Carrier Safety Fitness Determination rulemaking and provide CSA 2010 development support for the CSA 2010 Drug and Alcohol Testing Results rulemaking. The Agency plans to publish an NPRM in FY 2010.

The FMCSA will continue to work with the CVSA to improve roadside inspection uniformity in support of CSA 2010 and develop a long-term solution for determining crash accountability for fatal and nonfatal CMV crashes in support of the CSA 2010 program.

STRATEGY Support



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$25.2 million.

Program support for the safety goal includes offices and services that provide vital oversight, guidance, specialized support, and overall leadership to all of the FMCSA strategic goals. Components of the Office of the Administrator are included in this performance element and are vital to the success of the Agency through the provision of leadership vision and overall direction. The Administrator, Deputy Administrator, and Assistant Administrator/Chief Safety Officer are involved in every aspect of the Agency’s strategic goals. In addition to the mandated positions, including the Regulatory Ombudsman, the Administrator’s office has critical staff that provides direct support to the Agency’s leadership. One such support role includes communication activities to promote public understanding of, and support for, FMCSA programs, activities, policies, and strategies.

The FMCSA’s adjudications activities provide support by drafting orders and decisions recommending disposition of all civil penalty enforcement, safety rating, and safety permitting cases to ensure parties receive a full and fair hearing. Support also provides legal support to ensure that Agency activities and regulatory initiatives are effectively implemented to meet statutory safety mandates and to avoid costly litigation; that appropriated funds are disbursed timely and effectively to sustain safety activities and initiatives of FMCSA and its partners; and

that the Agency is represented effectively in administrative and court proceedings concerning safety enforcement and regulatory initiatives. FMCSA provides legislative affairs support to ensure that the Agency's initiatives accurately reflect safety goals and promote understanding among the Congress and its staff.

Anticipated FY 2009 Accomplishments

In FY 2009, FMCSA will close or send to formal hearing or binding arbitration a significant portion of the pending civil penalty enforcement cases, safety rating cases, and safety permitting cases before the Assistant Administrator for decision. Based on anticipated funding, support will provide legal and legislative support to complete implementation of SAFETEA-LU mandates and rulemaking initiatives and to ensure effective and legally sound enforcement oversight and provide legislative support to conduct preliminary analysis for the reauthorization process. The Office of Communications will establish an automated system for posting all closed enforcement actions to the Agency's Web page.

For FY 2010, the Budget includes \$25.3 million

In FY 2010, the Office of Chief Counsel will provide assistance in developing a comprehensive approach for surface transportation reauthorization, and will work with Congress in developing a legislative framework to support critical motor carrier program activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways.

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 4B

Security

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**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

SECURITY

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SECURITY
Performance Goal: Security

Security Summary Overview

FMCSA activities contribute to the Department of Transportation (DOT) Security strategic goal, helping to ensure the U.S. transportation system meets national security requirements. Transportation security has been identified as an area of priority emphasis by the Department.

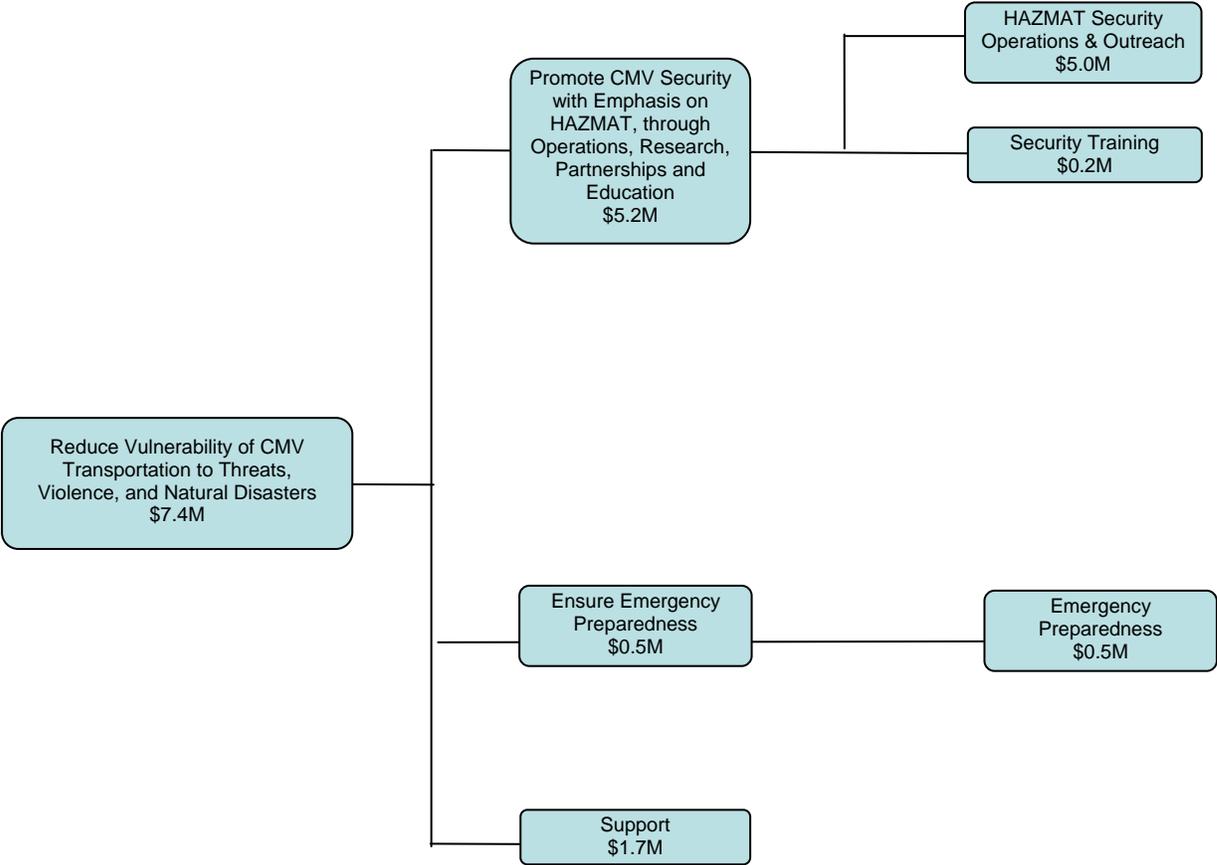
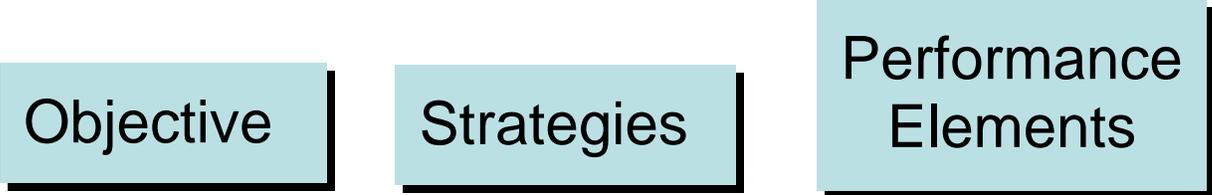
DOT will deploy the resources in this budget to improve the security of motor carrier transport of hazardous materials (HAZMAT) through security operations and outreach, security training, research and technology, and emergency preparedness.

The resources requested to achieve this goal are:

| REQUEST by STRATEGIC GOAL (\$000) | <u>FY 2008 ENACTED</u> | <u>FY 2009 SENATE</u> | <u>FY 2010 BUDGET</u> |
|---|-----------------------------------|----------------------------------|----------------------------------|
| I. Security, Preparedness, and Response | <u>\$7,234</u> | <u>\$7,181</u> | <u>\$7,400</u> |
| A. HAZMAT Emergency Response | | | |
| 1. Motor Carrier Safety Operations and Programs | \$6,743 | \$6,678 | \$6,884 |
| B. Ensure Emergency Preparedness | | | |
| 1. Motor Carrier Safety Operations and Programs | \$491 | \$503 | \$516 |
| FTE | 51 | 51 | 51 |

Security Goal Logic Model

(Current Services Amounts)



SECURITY GOAL DASHBOARD

Security Strategic Objective:

Reduce the Vulnerability of Commercial Motor Vehicle (CMV) Transportation to Threats, Violence, and Natural Disasters

Performance Strategies

- Hazardous Materials (HAZMAT) Security Operations and Outreach
- Security Training
- Emergency Preparedness

The Federal Motor Carrier Safety Administration (FMCSA) integrates performance results into its budget to demonstrate alignment with the Department of Transportation's (DOT's) Strategic Plan. FMCSA tracks the following performance measure to demonstrate results:

Table 4B-1

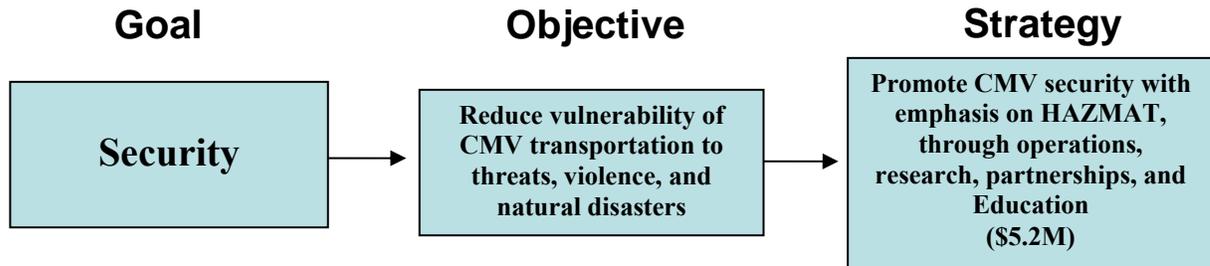
| Percent of Carriers with Effective Security Plans | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|-------|-------|-------|-------|------|-------|
| Target | N/A | N/A | N/A | N/A | N/A | 90.8% |
| Actual | 89.7% | 88.2% | 87.8% | 90.7% | - | - |

The performance measure shown in Table 4B-1 reflects the percentage of carriers determined by FMCSA to have solid security plans in place that conform to regulatory requirements. The determination of whether a carrier has an effective security plan is made during the course of a federally conducted Security Contact Review (SCR). FMCSA conducts over 2,000 SCRs each year.

Growing security threats to the nation's transportation system have altered the Federal Government's operations and activities and impacted FMCSA's mission in recent years. While FMCSA is not the lead Federal agency for homeland security activities, the Agency has a significant role with regard to security in the truck and bus industries. FMCSA's unique access to the CMV industry through safety activities allows the Agency to leverage this relationship and provide such assistance. This role in security and emergency preparedness will help make the country more secure and ensure faster restoration of the transportation system in the event of an emergency.

STRATEGY

Promote Commercial Motor Vehicle (CMV) Security with Emphasis on Hazardous Materials (HAZMAT), through Operations, Research, Partnerships and Education



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$5.2 million.

The FMCSA's HAZMAT security activities reduce security risks associated with the transportation of certain HAZMAT. Following the events of September 11, 2001, FMCSA assumed an active role in security operations and outreach to carriers of HAZMAT cargo. FMCSA implemented security activities for motor carriers that transport HAZMAT. For HAZMAT carriers, FMCSA conducts extensive on site security assessments; encourages carrier security sensitivity; and communicates information about HAZMAT security threats, alerts, security vulnerabilities, and best practices.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has two Federal performance elements that support this Strategy:

1. Hazardous Materials (HAZMAT) Security Operations and Outreach
2. Security Training

1. Hazardous Materials (HAZMAT) Security Operations and Outreach.

Responsible Official: Associate Administrator for Enforcement and Program Delivery

The FMCSA conducts security sensitivity visits (SSVs) and security contact reviews (SCRs) as part of its regular safety interventions of HAZMAT carriers. SSVs are educational security activities covering best practices that are conducted with HAZMAT motor carriers that do not require a security plan. SCRs are comprehensive reviews of security plans and their implementation and are conducted on HAZMAT motor carriers that transport placardable amounts of HAZMAT (as provided in 49 CFR 172.5). FMCSA has instituted security outreach operations to inform HAZMAT carriers of potential security threats and

increase their awareness of security hazards. FMCSA leverages HAZMAT security by coordinating it with activities that include HAZMAT safety compliance and enforcement activities, HAZMAT permitting, and other motor carrier industry contacts.

The FMCSA continues to work in close coordination with the Transportation Security Administration (TSA) to establish protocols ensuring the security of CMV transportation, especially CMVs carrying HAZMAT cargo. As the Agency with primary responsibility for regulating the trucking industry, FMCSA is in regular contact with HAZMAT carriers and has incorporated SSVs and SCRs into its normal operations. Keeping the commercial vehicle industry focused on improving the security of HAZMAT shipments is an ongoing FMCSA priority, though decreasing in emphasis as TSA continues to increase its role in HAZMAT security operations.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA plans to provide national guidance and policy in coordination with the State partners to complete SCRs and SSVs. The Agency will continue research on the effectiveness of the SCR and SSV activities and communicate threat characteristics, security tips, procedures, and advice to the HAZMAT industry, state and Federal Agencies. FMCSA will conduct security visits of motor carriers transporting HAZMAT that require security plans.

For FY 2010, the Budget includes \$5.0 million

In FY 2010, FMCSA will participate in external agency activities such as threat and security vulnerability assessments with TSA. FMCSA will provide information regarding the secure transportation of HAZMAT to TSA by providing data relating to HAZMAT motor carrier security. FMCSA will finalize the findings from the HAZMAT Safety and Security Routing Analysis and propose to incorporate the lessons learned into operations in FY 2010.

FMCSA plans to provide national guidance and policy in coordination with the state partners to complete SCRs and SSVs. The Agency will continue to communicate threat characteristics, security tips, procedures and advice to the HAZMAT industry, state and Federal Agencies. FMCSA will conduct security visits of motor carriers transporting HAZMAT that require security plans.

2. Security Training.

Responsible Official: *Director, National Training Center*

The purpose of the security training performance element is to plan, develop, and deploy training that meets FMCSA's mission by enhancing security on the Nation's highways. Through required security training to appropriate Federal and state personnel, FMCSA is able to meet the Department's mission of training Federal, State, and local officers on how to identify possible criminal activity involving CMV operations. FMCSA trains state and Federal safety specialists on assessing compliance with security regulations.

The security training performance element's long-term goal is to provide state, Federal, and local safety specialists with security-specific training that supports FMCSA's security mission. This training will increase the safety on our highways as well as the interdiction of criminal activity involving CMVs in transit.

Anticipated FY 2009 accomplishments

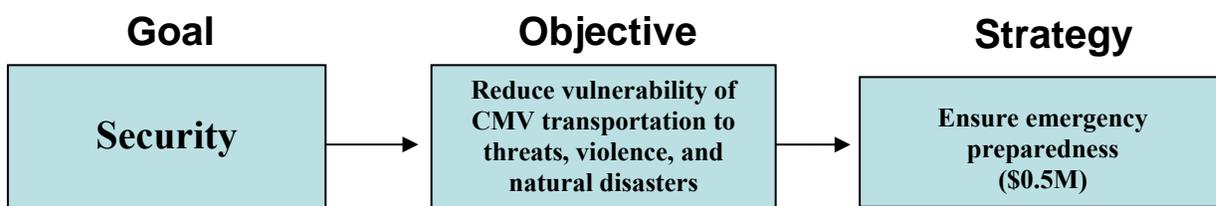
In FY 2009, FMCSA plans to train Federal, state, and local safety specialists in security job-specific skills, increase training to support CMV interdiction activities, and deliver technical assistance to FMCSA and Agency partners in support of FMCSA's security mission.

For FY 2010, the Budget includes \$0.2 million

In FY 2010, FMCSA plans to continue to train targeted Federal, state, and local safety specialists and law enforcement officers in security job-specific and criminal interdiction skills. The Agency will continue to deliver technical assistance to Agency partners in support of FMCSA's security mission. FMCSA will increase the scope of criminal interdiction data to include data on drug-impaired CMV drivers. The Agency will conduct employee training in the areas of continuity of operations (COOP) awareness, hurricane and tornado preparedness, and disaster and vulnerability training.

STRATEGY

Ensure Emergency Preparedness



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$0.5 million.

To ensure that FMCSA is able to conduct its mission during disasters and crises, as well as support the Federal efforts in responding to disasters, FMCSA must have COOP and essential emergency-functions planning. These efforts support the transportation component of the National Response Plan (NRP), Emergency Support Function One (ESF-1). Additionally, in Homeland Security Directive Five (HSPD-5), in January 2008, the Department of Homeland Security (DHS) released the National Response Framework (NRF), successor to the NRP, which focuses on response and short-term recovery, articulates the doctrine, principles and architecture by which our Nation prepares for and

responds to all-hazard disasters across all levels of government and communities. FMCSA assists in these efforts by applying the Agency's unique knowledge of the CMV industry and enforcement community as well as providing on-site ESF-1 support during disaster responses.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has one Federal performance element that supports this Strategy:

Emergency Preparedness

Responsible Official: *Associate Administrator for Enforcement and Program Delivery*

This critical performance element is designed to facilitate the Agency's ability to continue its essential functions in the event of a manmade or natural disaster, by expanding its COOP Site with updated technology. FMCSA coordinates with external partners on CMV security-related issues to enhance infrastructure protection and safety. During times of disaster, FMCSA coordinates with state, Federal, and local governments, as well as industry stakeholders to assist with the Federal efforts to respond and recover from emergencies and disasters.

The long-term goals of the emergency preparedness performance element are to ensure the continuous performance of the Agency's essential functions and operations during an emergency or crisis. FMCSA protects essential facilities, equipment, records, and other assets to reduce or mitigate disruptions to Agency operations and reduce loss-of-life, thereby minimizing damage and losses across the country. FMCSA assists the Federal effort in achieving a timely and orderly recovery from an emergency by resuming full service to its stakeholders. FMCSA participates in interagency activities, planning, and tabletop exercises.

Anticipated FY 2009 accomplishments

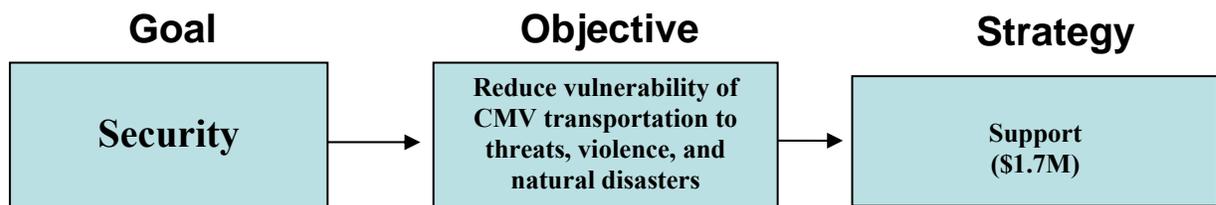
In FY 2009, FMCSA plans to participate in government-wide COOP exercises led by various agencies (i.e., DHS, Federal Emergency Management Agency (FEMA), DOT). These exercises are conducted to measure agency interoperability and interconnectivity among Federal departments and agencies from individual COOP sites throughout the United States. The Agency will monitor, update, and redesign the Avian Flu Pandemic Plan to ensure adequate measures are in place to protect Agency personnel during pandemic situations. FMCSA will continue conducting emergency preparedness briefings for Agency employees.

For FY 2010, the Budget includes \$0.5 million

In FY 2010, FMCSA plans to participate in government-wide COOP exercises led by various agencies. These exercises are conducted to measure agency interoperability and

interconnectivity among Federal departments and agencies from individual COOP sites throughout the United States. The Agency will continue to monitor, update, and redesign the Avian Flu Pandemic Plan to ensure adequate measures are in place to protect Agency personnel during pandemic situations. FMCSA will continue conducting emergency preparedness briefings for Agency employees.

STRATEGY Support



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$1.7 million.

Support for the Security goal includes offices and services that provide vital oversight, guidance, specialized support, and overall leadership to all of FMCSA's strategic goals. Components of the Office of the Administrator are included in this performance element and are vital to the success of the Agency through the provision of leadership vision and overall direction. The Administrator's office which includes the Deputy Administrator, Assistant Administrator/Chief Safety Officer, and other mandated positions including the Regulatory Ombudsman, are critical staff that provide direct support to the Agency's leadership.

Support for security includes coordinating educational and informational events to promote awareness of HAZMAT security activities, objectives, and goals to the public, industry, safety-interest groups, State and local governmental agencies, and the media.

Support provides legal and legislative support to the Agency's security initiatives to ensure that activities to reduce CMV security vulnerabilities are implemented effectively to avoid costly litigation. Information systems and activities provide the appropriate level of access to records in support of a robust national security effort. The Agency's COOP ensures essential activities and functions can be sustained during an emergency.

Anticipated FY 2009 accomplishments

In FY 2009, support will provide legal support to the projected intensified activity level in such areas as regulatory development, compliance reviews, HAZMAT permitting oversight,

and HAZMAT package inspection. The legal office will complete work on preparing an Agency final decision concerning highway routing of HAZMAT in the Boston, MA, area. The Office of Communications will establish a prominent, timely, and informative emergency preparedness presence on the Agency's Web page.

For FY 2010, the Budget includes \$1.7 million

In FY 2010, the legal office will continue to assist the Agency headquarters and field offices in addressing security issues, including the transportation of HAZMAT and the issuance of safety permits. The Office of Communications will expand "new media" opportunities to disseminate emergency preparedness information to carriers, drivers, and the general public.

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 4C

Productivity

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**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

PRODUCTIVITY

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PERFORMANCE GOAL
Productivity

Commercial Motor Vehicle (CMV) Productivity Summary Overview

FMCSA activities contribute to the Department of Transportation (DOT) Reduced Congestion strategic goal and to the DOT performance outcome of increased access for all Americans:

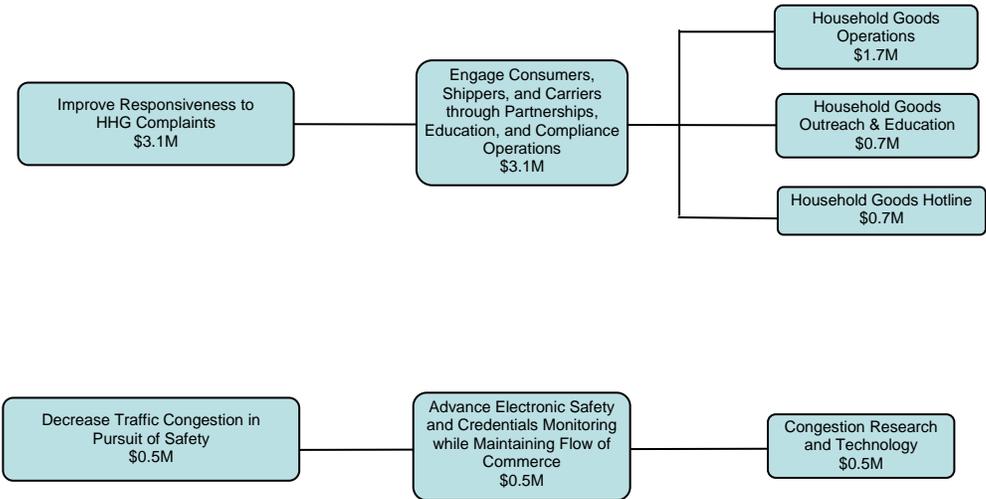
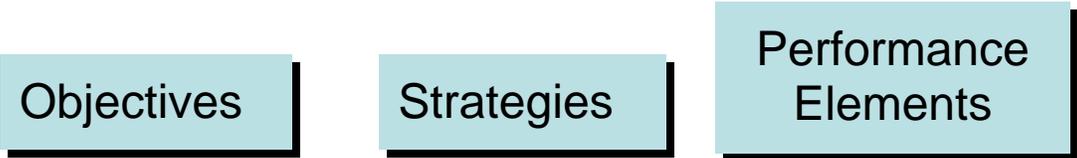
DOT will use funds in this area to advance accessible and efficient motor carrier operations for household goods (HHG) operations, to provide HHG outreach and education, to operate the HHG hotline, and to facilitate the movement of people and goods related to performance elements that include congestion research and technology.

The resources requested to achieve this goal are:

| REQUEST by STRATEGIC GOAL (\$000) | FY 2008 <u>ENACTED</u> | FY 2009 <u>SENATE</u> | FY 2010 <u>BUDGET</u> |
|---|-----------------------------------|----------------------------------|----------------------------------|
| I. Productivity | <u>\$3,662</u> | <u>\$3,719</u> | <u>\$3,643</u> |
| A. Engage consumers, shippers, and carriers through partnerships, education and compliance operations to improve responsiveness to Household Goods complaints | | | |
| 1. Motor Carrier Safety Operations and Programs | \$2,809 | \$2,853 | \$3,104 |
| B. Advance electronic safety and credentials monitoring while maintaining flow of commerce | | | |
| 1. Motor Carrier Safety Operations and Programs | \$853 | \$866 | \$539 |
| FTE | 16 | 16 | 16 |

CMV Productivity Goal Logic Model

(Current Services Amounts)



CMV PRODUCTIVITY DASHBOARD

CMV Productivity Objectives

- Improve Responsiveness to Household Goods Complaints
- Decrease Traffic Congestion in Pursuit of Safety

Performance Strategies

- Engage Consumers, Shippers, and Carriers through Partnerships, Education, and Compliance Operations.
- Advance Electronic Safety and Credentials Monitoring while Maintaining Flow of Commerce

The Federal Motor Carrier Safety Administration (FMCSA) integrates performance results into its budget to demonstrate alignment with the Department of Transportation's (DOT's) Strategic Plan. FMCSA tracks the following performance measures to demonstrate results:

Table 4C-1

| Total crashes involving large trucks and buses per 100 million VMT | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|-------|-------|--------|------|-------|-------|
| Target | N/A | N/A | N/A | N/A | 12.96 | 12.70 |
| Actual | 15.76 | 13.78 | 14.74* | TBD | - | - |

*preliminary estimate

The performance measure shown in Table 4C-1 tracks the Agency's progress in reducing crashes involving large trucks and buses. The measure counts crashes that include large trucks weighing more than 10,000 pounds and regulated buses that operate on the interstate or intrastate highways. This measure was adopted in FY 2009 to measure the Agency's progress towards reducing congestion on the nation's highways by reducing the number of CMV crashes. The investment in our safety activities also reduces congestion by reducing the frequency of blocked highways as a consequence of crashes and thus promotes the free flow of goods and people.

Trucks carry 80 percent of the value of all goods shipped in the United States. The efficient movement of these goods is the underpinning of the U.S. economy and impacts everyone. The Agency's CMV productivity strategic objective contributes to the efficiency of the motor carrier industry including the critical area of HHG moves.

Reducing congestion and other impediments to achieving a high performing national transportation system is a Departmental priority, and will improve the flow and movement of goods, increase CMV carrier operational efficiencies, and overall transportation safety.

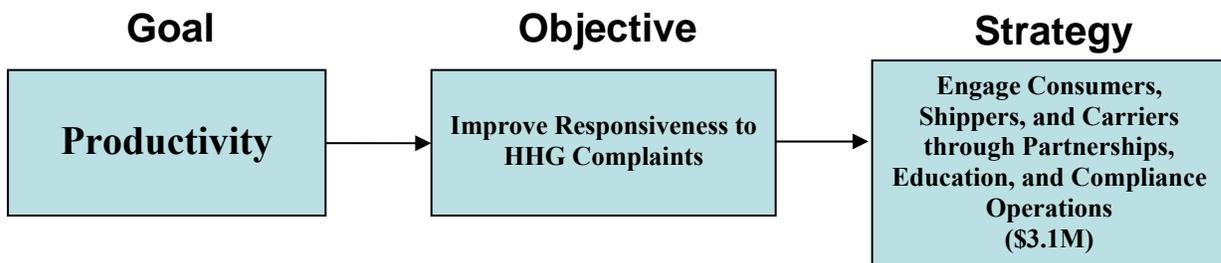
To maintain FMCSA’s increased attention on CMV productivity, FMCSA will carry out two CMV productivity strategies to:

- Engage HHG consumers, shippers, and carriers through partnerships and education; and,
- Advance electronic monitoring of credentials while maintaining the flow of commerce.

These strategies will be executed through four performance elements: Congestion Research and Technology, HHG Operations; HHG Outreach and Education; and operating the HHG Hotline. The interrelationship of activities and resources and their linkage to the congestion goal are illustrated in the logic model.

STRATEGY

Engage Consumers, Shippers, and Carriers through Partnerships, Education, and Compliance Operations



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$3.1 million.

This strategy’s primary goal is to identify HHG carriers operating improperly throughout the United States and focus enforcement resources toward improving their behavior. When FMCSA makes information on movers’ rights and carrier records available to the public, consumers can make better informed decisions when they choose a carrier to assist them with a HHG move. FMCSA is exploring the scope of the HHG regulations and analyzing the state of the industry in order to exercise all available authority to ensure that HHG carriers are compliant with regulations. The Agency will develop mechanisms to rank carriers based on complaints and prioritize safety activities based, in part, on HHG complaints.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has three Federal performance elements that support this Strategy:

- 1. Household Goods Operations**
- 2. Household Goods Outreach and Education**
- 3. Household Goods Hotline**

1. Household Goods Operations

Responsible Official: *Associate Administrator for Enforcement and Program Delivery*

Ensuring efficient motor carrier operations and protecting consumers from unscrupulous operating practices contributes to this strategic objective. FMCSA has been tasked by Congress to reduce the abusive operating practices of rogue movers against individual HHG shippers. In response, FMCSA is implementing comprehensive HHG countermeasure initiatives that better educate the public and focus available enforcement resources on the most problematic carriers. The FMCSA has undertaken a campaign to educate HHG consumers about the threats posed by “rogue” moving companies and to improve moving fraud prevention and enforcement efforts.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA plans to carry out commercial HHG interventions, such as compliance reviews, and train additional field safety staff to be HHG inspectors. FMCSA plans to reduce the frequency of HHG violations and the number of complaints requiring investigation, through proactive enforcement and the engagement of the industry, including Web site investigations.

The FMCSA will conduct investigations to identify misleading or false advertisements. FMCSA will conduct web site investigations in FY 2009, in which a review of carriers’ or brokers’ internet advertisements will be reviewed to ensure their compliance with commercial regulations. Internet investigations will be initiated based on consumer complaints. The Agency will focus enforcement efforts on those carriers that have been designated as unsafe, operating while inactive, and are named repeatedly and consistently in the National Consumer Complaint Database.

The Agency will complete the SAFETEA-LU-mandated arbitration study. The findings of the study will be acted upon in partnership with the American Moving and Storage Association. FMCSA will implement other provisions of SAFETEA-LU, such as revoking a carrier’s operating authority if it is holding consumer goods hostage and developing performance standards and an enforcement outreach plan. An HHG Technical Assistance Group will be formed during the year in order to set priorities and conduct strike forces. FMCSA plans to implement an HHG Carrier vetting process to monitor new applications for authority more closely and prevent carriers with poor records from reforming under different names.

For FY 2010, the Budget includes \$1.7 million

In FY 2010, FMCSA will continue to investigate and more fully vet new applicants who apply for interstate HHG carrier authority to prevent carriers with poor records from reestablishing under different names. FMCSA will continue to conduct enforcement efforts to include web site investigations in which a review is conducted of carriers' or brokers' internet advertisements to ensure their compliance with commercial regulations. The Agency will continue to investigate HHG complaints from consumers and web site monitoring.

The FMCSA will continue to conduct full safety interventions on HHG carriers that receive a high volume of complaints as well as those listed on the high risk (A/B) safety violation list. FMCSA will continue to expand HHG training and will add the HHG enforcement curriculum to the academy class curriculum that all new field recruits undergo. FMCSA will continue to conduct national strike force HHG reviews during the year, supplemented by regional strike force activities. The Agency will continue targeted HHG reviews on carriers that do not implement an arbitration program as required by regulations. The Agency will fully implement the SAFETEA-LU-mandated HHG carrier reporting system during the year.

2. Household Goods Outreach and Education.

Responsible Official: *Associate Administrator for Enforcement and Program Delivery*

The HHG Outreach and Education performance element provides consumers with information to protect themselves against dishonest and rogue movers. The goal of this activity is to increase the level of consumer information that HHG motor carriers and brokers provide to individual consumers and to improve consumers' awareness of their rights and responsibilities, to enable them to protect themselves from unscrupulous movers.

This performance element increases FMCSA's ability to provide the public with a moving fraud prevention activity and reduce the number of serious complaints from movers who have been treated unfairly. FMCSA maintains the Protect Your Move web site, participates in partnership events, develops the needed outreach and education materials for movers, and provides rulemaking outreach support to the public and moving industry. One of the Agency's long-term goals is to increase public awareness of the Protect Your Move web site. FMCSA's partnership with the U.S. Postal Service will continue to reach a cross-section of nearly 40 million consumers filing a change of address form to spread the fraud prevention message to consumers before they move.

Anticipated FY 2009 accomplishments

For FY 2009, FMCSA will maintain operation of the HHG database in order to meet SAFETEA-LU requirements. FMCSA will maintain and provide enhancements to the Protect Your Move Web site. Additionally, FMCSA will continue its outreach initiative with the publishers of Yellow Book, Yellow Pages and One Book to feature Protect Your Move Web site information. The Agency will develop, print, and distribute outreach and education materials to HHG partners, field, and state offices. FMCSA will maintain the outreach initiative with the U.S. Postal Service to additional markets to reach more than 40 million consumers filing a change of address form annually. FMCSA will continue to work with the

General Services Administration to distribute HHG brochures through the Federal Citizen Information Center. Finally, FMCSA will increase the public awareness of the Protect Your Move Web site while achieving a positive satisfaction score on the American Customer Satisfaction Index survey. FMCSA plans to complete development of the HHG Enforcement Assistance Outreach Plan which will guide the Agency's strategies in this area.

For FY 2010, the Budget includes \$0.7 million

For FY 2010, FMCSA will continue to promote awareness and protect the American public from the illegal activities and deceitful business practices of dishonest moving companies and brokers. The activities will focus on increasing consumer awareness of moving fraud perpetrated via the Internet and enhance coordination and cooperation among partner organizations (including the industry and Federal, state, and local governments) related to HHG consumer outreach and education.

The FMCSA will continue its outreach initiative with the publishers of Yellow Book, Yellow Pages, and One Book to feature Protect Your Move Web site information. The Agency will continue to print and distribute outreach and education materials to HHG partners, field, and state offices and maintain the outreach initiative with the U.S. Postal Service to reach more than 40 million consumers filing a change of address form annually. FMCSA will continue to work with the General Services Administration to distribute HHG brochures through the Federal Citizen Information Center. Finally, FMCSA will increase the public awareness of the Protect Your Move Web site while achieving an improved positive satisfaction score on the American Customer Satisfaction Index survey.

The FMCSA will develop a toolkit for commercial enforcement of HHG regulations for state partners. The toolkit will consist of enforcement contacts from both the Federal and state agencies. The Agency anticipates sharing HHG data with the states to help facilitate compliance and enforcement on known problem carriers and will coordinate with the OIG on hostage goods enforcement.

3. Household Goods Hotline

Responsible Official: *Associate Administrator for Enforcement and Program Delivery*

Consumers who are subjected to dishonest movers report their experiences to the FMCSA Household Goods Hotline. The hotline provides a repository for consumer complaints and provides summary information for the Agency to consider in scheduling compliance and enforcement actions during future HHG reviews. HHG consumer calls have exceeded 14,000 a year since 2003, many of which are complaints about HHG movers. FMCSA collects consumer complaint data to ensure that enforcement managers can make data driven compliance and enforcement decisions.

Anticipated FY 2009 accomplishments

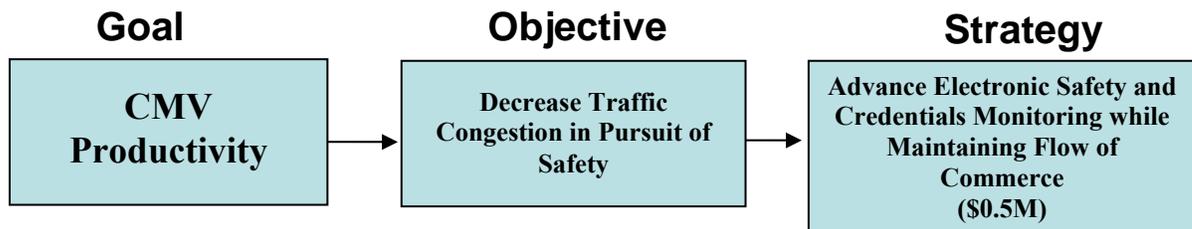
In FY 2009, FMCSA will fully implement procedures to receive and react to HHG complaints in a uniform and consistent manner and to make appropriate enforcement decisions. The Agency will continue to respond to HHG complaints in a timely manner.

For FY 2010, the Budget includes \$0.7 million

In FY 2010, FMCSA will execute established procedures to receive and react to HHG complaints in a uniform and consistent manner and make enforcement decisions. The Agency will continue to respond to HHG complaints in a timely manner. In order to enhance HHG enforcement, FMCSA will be focusing efforts on the worst 100 HHG carriers, as identified by consumer complaints the Agency has received and the carrier's safety violations.

STRATEGY

Advance Electronic Safety and Credentials Monitoring while Maintaining Flow of Commerce



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$0.5 million.

Reducing congestion is a Departmental priority. FMCSA supports this priority by reducing crashes involving CMVs, preventing highway congestion. Therefore, through new electronic roadside enforcement technologies, FMCSA can reduce the wait time for trucks to stop at weigh stations, preventing backups onto the interstate, thereby curbing congestion.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has one Federal performance element that supports this Strategy:

Productivity Research and Technology:

Responsible Official: *Associate Administrator for Research and Information Technology*

DOT recognizes the growing problems congestion is creating for the nation's transportation system. This issue threatens to undermine the progress DOT has made regarding safety. As a contribution to solving this problem, FMCSA is looking for innovative strategies to reduce congestion that might be caused by routine truck-related safety activities.

The Congestion Research and Technology performance element seeks to advance wireless safety and credentials monitoring while maintaining the flow of commerce to decrease delays in the flow of goods, and deliveries. Congestion has been growing in all transportation modes, and its cumulative effects have been slowing the movement of goods and impeding both national and global commerce. The FMCSA's contribution to congestion relief is to work closely with its State, Federal, and industry partners to develop a national wireless roadside inspection system. This system would allow safe and legal commercial vehicles and drivers that were wirelessly inspected to travel past the weigh and inspection stations without stopping. The system would also work to reduce the amount of time carriers spend entering and exiting weigh stations, inspection booths, and in roadside inspections by expediting the traditional inspection process. This is intended to reduce the congestion that builds around these particular areas due to physical site and inspection personnel capacity limitations.

Anticipated FY 2009 accomplishments

For FY 2009, FMCSA will develop system requirements, system architecture, and the evaluation plan for a nation-wide wireless inspection network where the safety status of individual drivers, vehicles, and carriers is wirelessly checked on a frequent basis while the vehicles are moving. The safety elements to be wirelessly inspected include driver license status, hours-of-service, vehicle registration and permits, and carrier operating authority and insurance.

For FY 2010, the Budget includes \$0.5 million

For FY 2010, FMCSA will evaluate the technical and operational feasibility of wireless roadside inspection systems. Several IT elements to support wireless roadside inspections will be included in this evaluation. These elements include a back office system prototype and roadside CMV identification systems at fixed, mobile, staffed and un-staffed weigh stations.

FY 2010

FMCSA

Performance Budget Estimates

SECTION 4D

Commercial Motor Vehicle (CMV)

Global Connectivity

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**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
COMMERCIAL MOTOR VEHICLE (CMV) GLOBAL CONNECTIVITY**

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**PERFORMANCE GOAL
Global Connectivity**

Global Connectivity Summary Overview

FMCSA activities contribute to the Department of Transportation (DOT) Global Connectivity strategic goal.

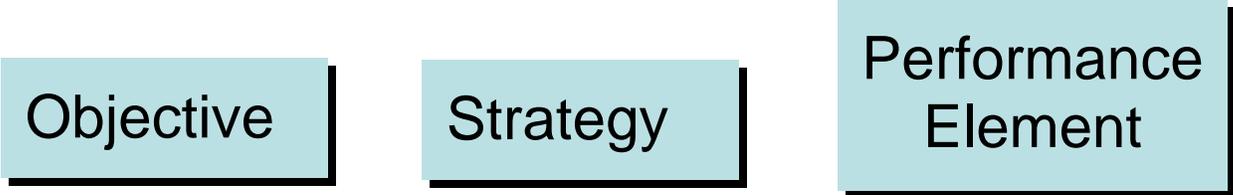
With these funds, DOT will advance the use of the Automated Commercial Environment/International Trade Data System (ACE/ITDS) deployment and functionality, to better balance the requirements for border safety inspections with efficient commercial movement of cargo through border crossings.

The resources requested to achieve this goal are:

| REQUEST by STRATEGIC GOAL (\$000) | FY 2008 <u>ENACTED</u> | FY 2009 <u>SENATE</u> | FY 2010 <u>BUDGET</u> |
|--|-----------------------------------|----------------------------------|----------------------------------|
| I. Global Connectivity | <u>\$352</u> | <u>\$361</u> | <u>\$375</u> |
| A. Facilitate a more efficient cross border motor carrier transportation system that enables economic growth and development | | | |
| 1. Motor Carrier Safety Operations and Programs | \$352 | \$361 | \$375 |
| FTE | 2 | 2 | 2 |

CMV Global Connectivity Goal Logic

(Current Services Amounts)



GLOBAL CONNECTIVITY GOAL DASHBOARD

Global Connectivity Strategic Objective:

Achieve a More Efficient North/Central American Transportation System through Innovative CMV Solutions

Performance Strategies

Advance Electronic Safety and Credentials Monitoring to Facilitate International Traffic Flow

Activities performed under this goal ensure that CMVs entering the U.S. from a foreign country are compliant with all commercial vehicle safety rules and regulations. This data exchange between foreign carriers and U.S. Government data systems will allow FMCSA to better identify unsafe foreign motor carriers, drivers, and vehicles so that they may be subjected to inspections and enforcement actions.

In 2007, (the most recent year for which data are available) approximately 11.8 million trucks and buses entered this country by way of highway border crossings from Canada and Mexico. The total value of combined truck trade with Canada and Mexico approached \$908 billion in 2007. Trucks carry almost two-thirds of the value of goods traded with these two countries, while the value of goods increased by almost 80 percent between 1998 and 2007. In addition, 401,502 motor coaches entered this country from Canada and Mexico. In 2008, there were 14,885 Mexican carriers with active DOT numbers that have authority to operate within the commercial zones along the U.S. – Mexico border. There are 22,655 Canadian carriers with active DOT numbers that have authority to operate throughout the U.S.

While primarily intended for safety, some border-related safety technology applications help balance safety inspections with maintaining efficient movement through border crossings, yielding derivative benefits for global connectivity. For instance, FMCSA and U.S. Customs and Border Protection (CBP) are partnering to improve truck safety at our Nation's land borders utilizing the Automated Commercial Environment/International Trade Data System (ACE/ITDS).

ACE/ITDS incorporates an Automated Truck Manifest feature that improves the efficiency of inspections at the Canadian and Mexican borders. Carriers transmit their planned border crossing itineraries, driver information and manifest through ACE/ITDS before reaching the borders. This information is linked to FMCSA's Motor Carrier Management Information System (MCMIS). This enables FMCSA and state safety inspectors and CBP border officers to know, before a truck reaches a port of entry, whether the vehicle or driver are free to enter U.S. roadways or they need to be inspected more closely for safety compliance. Therefore, FMCSA and CBP border officers have the capability to identify and contain high risk CMVs and drivers before they reach our National highways based on safety information maintained by the Agency.

STRATEGY

Advance Electronic Safety and Credentials Monitoring to Facilitate International Traffic Flow



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$0.4 million.

Transportation systems within and among nations are lifelines to economic growth, more open trade, and greater cultural exchange. Economic productivity is linked tightly to transportation efficiency. Competitive international trade depends on efficient cross border CMV freight transportation and FMCSA ensures that trade is balanced with efficient safety tracking.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has one Federal performance element that supports this Strategy:

Global Connectivity Operations

Responsible Official: *Associate Administrator for Enforcement and Program Delivery*

This performance element is necessary to ensure the exchange of safety data between FMCSA and its Federal and state partners and foreign governments. Information systems that provide FMCSA and its enforcement partners with accurate and timely driver, vehicle, and carrier safety data are necessary for FMCSA to accomplish its mission to reduce fatal crashes, especially as it relates to foreign domiciled motor carriers.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA plans to maintain the ACE/ITDS functionality and enhance field systems as operations expand to additional crossings. FMCSA will complete revisions to ACE/ITDS at all ports by June 1, 2009, and will begin exchanging crash report information by June 2009.

By the end of FY 2009, FMCSA will deploy ACE/ITDS at all commercial cargo border crossings. FMCSA plans to conduct targeted commercial motor carrier, vehicle, and driver inspections (including operating authority and financial responsibility checks) based on

ACE/ITDS screening procedures and safety enforcement interventions based in part on ACE/ITDS screening data.

For FY 2010, the Budget includes \$0.4 million

In FY 2010, FMCSA will continue deployment of ACE/ITDS at commercial cargo border crossings. FMCSA will continue to conduct targeted commercial motor carrier, vehicle, and driver inspections (including operating authority and financial responsibility checks) based on ACE/ITDS screening procedures and safety enforcement interventions based in part on ACE/ITDS screening data.

FY 2010

FMCSA

Performance Budget Estimates

SECTION 4E

Organizational Excellence

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**DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

ORGANIZATIONAL EXCELLENCE

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PERFORMANCE GOAL
Organizational Excellence

Organizational Excellence Summary Overview

FMCSA activities contribute to the Department of Transportation (DOT) Organizational Excellence goal by enabling the Federal Motor Carrier Safety Administration (FMCSA) to improve program delivery through quality administrative and information technology support. The budget supports strategies of strategic management of human capital, citizen-centered government through e-Government activities, improved financial and procurement performance to ensure sound fiscal stewardship, and budget and performance integration to link resources to results.

At this funding level, FMCSA will have the critical administrative, technical, and customer-focused infrastructures for a high performance organization. Efforts will focus on improving business practices and processes that support program delivery.

The resources requested to achieve this goal are:

| REQUEST by STRATEGIC GOAL (\$000) | FY 2008 <u>ENACTED</u> | FY 2009 <u>SENATE</u> | FY 2010 <u>BUDGET</u> |
|--|-----------------------------------|----------------------------------|----------------------------------|
| I. Organizational Excellence | <u>\$28,320</u> | <u>\$29,018</u> | <u>\$29,863</u> |
| A. Promote effective and efficient human capital, business, and information technology processes and systems that enhance program performance. | | | |
| 1. Motor Carrier Safety Operations and Programs | \$28,320 | \$29,018 | \$29,863 |
| FTE | 58 | 58 | 58 |

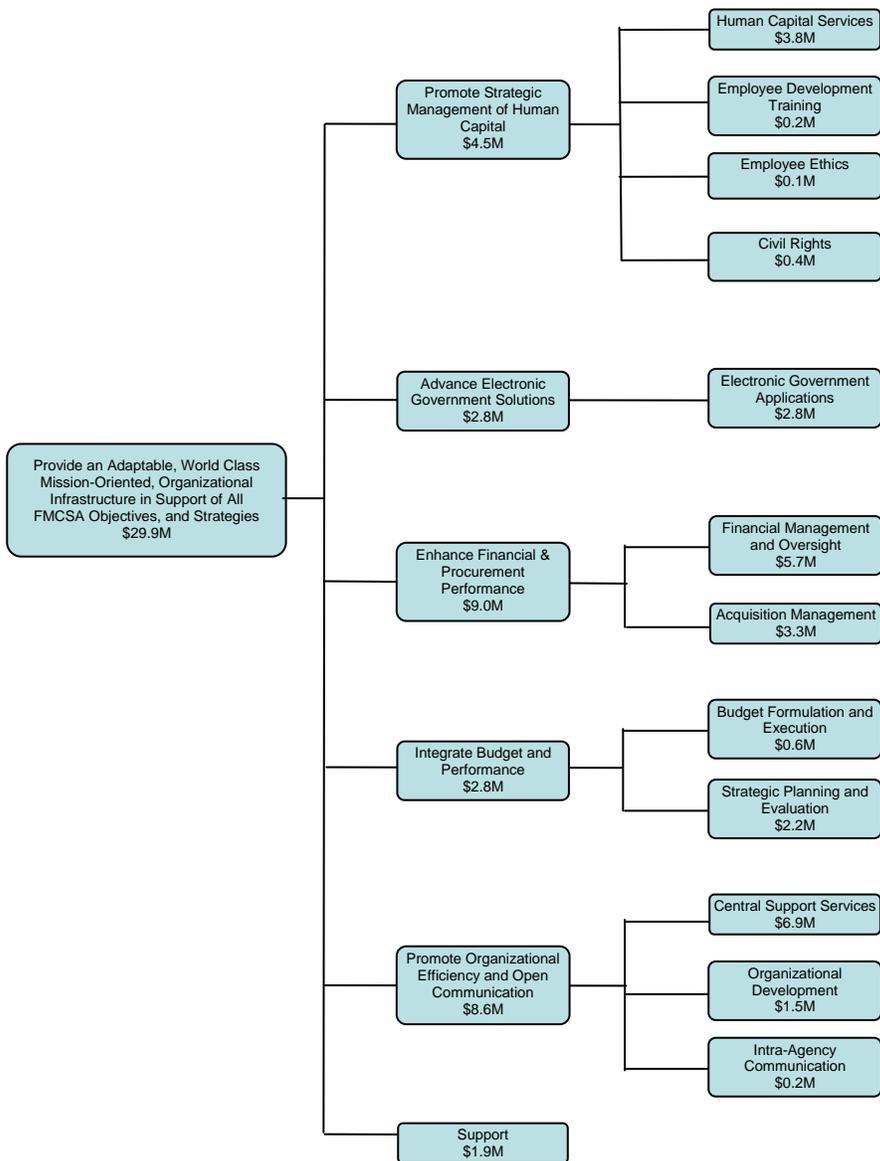
Organizational Excellence Goal Logic Model

(Current Services Amounts)

Objective

Strategies

Performance Elements



ORGANIZATIONAL EXCELLENCE GOAL DASHBOARD

Organizational Excellence Strategic Objective

Provide an Adaptable, World-Class Mission-Oriented, Organizational Infrastructure in Support of All FMCSA Objectives and Strategies

Performance Strategies

- Promote Strategic Management of Human Capital
- Advance Electronic Government Solutions
- Enhance Financial and Procurement Performance
- Integrate Budget and Performance
- Promote Organizational Efficiency and Open Communication

The FMCSA's objective under the Organizational Excellence Goal is to provide an adaptable, world-class mission-oriented organization that supports all of the Agency's objectives and strategies. FMCSA will undertake activities for continual organizational improvement. FMCSA's organizational improvement activities will result in a more highly-trained and motivated workforce, enhanced cost-control measures, and improved decision-making processes. These strategies will enable FMCSA to continue to save more lives through the most efficient means. FMCSA's strategies to achieve the Organizational Excellence objective include adopting good-government best practices, aspects of sound management and organizational efficiency.

Organizational Excellence Performance Measures

The FMCSA integrates performance results into its budget to demonstrate alignment with DOT's Strategic Plan. FMCSA tracks the following performance measures to demonstrate results under this Strategic Objective:

Table 4E-1

| Percentage of Procurement Dollars awarded to Small Disadvantaged Businesses | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|------|-------|-------|-------|-------|-------|
| Target | N/A | 46.0% | 46.0% | 46.0% | 27.7% | 27.7% |
| Actual | N/A | 18.3% | 34.0% | 33.0% | - | - |

The performance measure shown in Table 4E-1 measures the percentage of procurement dollars awarded to Small Disadvantaged Businesses (SDBs). The Agency has made progress in this measure by placing greater emphasis on improving its contracting activities, emphasizing contracting officer's technical representative (COTR) training, hiring qualified professionals, and educating program offices on compliance with the Competition in Contracting Act. These efforts have improved FMCSA's performance in this measure by almost 15 percent over the FY 2006 results. In FY 2009, the Department adjusted the target

to align it with the three prior years' achievements. The Department also made similar adjustments to targets in other DOT modes.

Table 4E-2

| Percentage of Procurement Dollars awarded to Women-Owned Businesses | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|------|-------|-------|-------|-------|-------|
| Target | N/A | 40.0% | 30.0% | 30.0% | 25.1% | 25.1% |
| Actual | N/A | 19.7% | 24.2% | 19.0% | - | - |

The performance measure shown in Table 4E-2 measures the percentage of procurement dollars awarded to Women Owned Businesses (WOBs). The Agency is making progress in this measure by placing greater emphasis on improving its contracting activities, emphasizing COTR training, hiring qualified professionals, and educating program offices on compliance with the Competition in Contracting Act. Through these efforts, FMCSA's performance in this measure is expected to meet the goal. In FY 2009, the Department adjusted the target to align it with the three prior years' achievements. The Department also made similar adjustments to targets in other DOT modes.

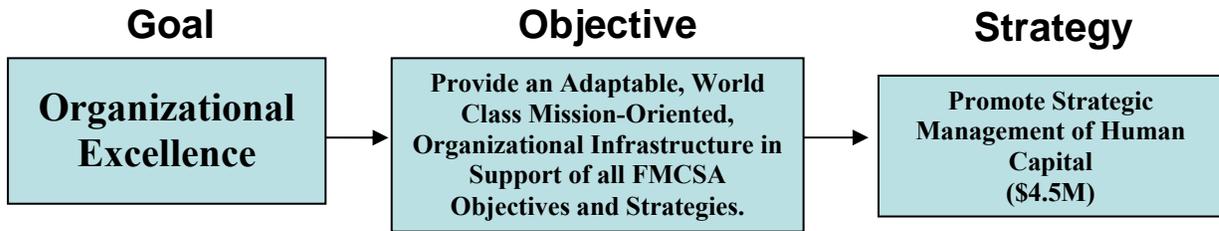
Table 4E-3

| Lives saved efficiency index (constant FY 2000 Dollars in thousands) | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | FY 2010 |
|--|---------|---------|---------|---------|---------|---------|
| Target | N/A | N/A | N/A | N/A | \$207 | \$203 |
| Actual | \$391 | \$266 | \$209 | TBD | - | - |

The efficiency index shown in Table 4E-3 captures the cost of FMCSA's safety activities in relation to lives saved by funded safety activities. The lives saved efficiency index calculates the cost of resources expended annually to achieve the goal of saving a life on the Nation's highways. It measures fatalities avoided relative to improvements made since 2000 in relation to the actual safety dollars spent. FMCSA computed the efficiency measure from 2001 to 2007 (the most recent year for which accurate fatality rate data is available). This index indicates that 2007 represented the best return as far as efficiency of funds executed by FMCSA to save lives. FMCSA's target for FY 2010 is to continue to add efficiency and responsible stewardship in leveraging taxpayer dollars while saving the maximum lives possible.

STRATEGY

Promote Strategic Management of Human Capital



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$4.5 million.

The FMCSA will engage in activities that promote strategic management of human capital, enabling the Agency to implement better planning and policies that identify, recruit, develop, and retain a diverse and talented workforce in support of the strategic goals. FMCSA will conduct process reviews of human capital activities and processes to identify areas for improvement, will define the best use of human resources, and will contribute to the government's best practices for human capital management.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has four Federal performance elements that support this Strategy:

- 1. Human Capital Services**
- 2. Employee Development Training**
- 3. Employee Ethics**
- 4. Civil Rights**

1. Human Capital Services

Responsible Official: *Director, Office of Human Capital Management*

When FMCSA was established in January 2000, many of the Agency's primary functions associated with its Human Capital Services remained dependent on the established support infrastructure of the Federal Highway Administration (FHWA). This arrangement has had a significant impact on FMCSA's own human capital goals. As explained in further detail below, FMCSA is establishing its own capabilities in this area. The Agency has developed Human Capital Plan, Workforce Plan, Recruitment Plan, and Succession Planning models as baseline tools for shaping the organization. These tools will enhance efficiencies in operation and promote accountability for results in achieving organizational goals. Ongoing review and assessment of these plans will be critical in monitoring and planning results.

Efforts are ongoing to develop strategies to prevent gaps in leadership and programmatic competencies. We are developing a performance planning model that ensures accurate performance linkage from the highest level of management to the lowest level of the workforce with a direct link to Agency goals. This will promote accountability in achieving results as a human capital priority.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will assess the organization in terms of new requirements and priorities that may require new strategies and changes in direction or allocation of its human capital assets. The FMCSA's strategy calls for an update of its human capital and workforce plan every two years. FMCSA will conduct an organizational assessment and ensure accountability plans are in place to enhance mission accomplishments.

The FMCSA will begin working with the American Federation of Government Employees, the Agency's newly elected collective bargaining organization. Management will be required to review the bargaining unit eligibility of all employees and prepare for and conduct negotiations to develop a collective bargaining agreement. FMCSA is committed to developing and maintaining an effective and open relationship with the newly formed bargaining unit.

The FMCSA will make major strides in expanding its own internal human resources servicing capability, provide consistency of servicing, consolidate functions and activities to enhance economy, and promote Agency unity of purpose and mission focus. An ongoing review of employee feedback about human resources support has shown a strong interest in a human resources support unit that can provide greater consistency in services. The Agency will respond by consolidating its servicing capability, producing specific guidance and "standard operating procedures," increasing efforts to ensure data accuracy, and implementing additional automation to provide greater transparency of and access to human resources processes. Throughout the fiscal year, FMCSA will incrementally assume full human resources servicing in its headquarters and field offices.

For FY 2010, the Budget includes \$3.8 million

In FY 2010, FMCSA will complete internal consolidation of human resource servicing. The Agency will continue to examine current practices and policies in light of changing Federal laws and regulations and update or create additional guidance materials as necessary. Regular feedback from employee surveys and other information-gathering tools will be applied to enhance the service portfolio. Automated systems will be reviewed to identify opportunities to streamline operations.

2. Employee Development Training

Responsible Official: *Director, National Training Center*

This performance element focuses on the continuous development of all employees to improve quality, expand knowledge and skills, and adapt to a continuously changing work environment. This includes empowering employees to have greater opportunities for training by further expanding the FMCSA Electronic Learning Management System

(eLMS) capabilities and course offerings and by continuing to establish a Supervisory Leadership Development Program (SLDP) in view of higher than anticipated management turnover rates.

The long term goal of employee development training is to provide FMCSA employees training in job specific skills to ensure their efficiency and effectiveness. Optimization of eLMS is necessary to achieve this goal.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will be on target to achieve this performance element. FMCSA will continue to offer training to enhance the employees' ability to identify, develop, and implement a career plan of requisite training, using eLMS as a planning and scheduling tool. FMCSA will provide updated performance training to all supervisors and employees and will offer employee relations conduct training to all supervisors (a portion of the SLDP). Many of the specific activities in this area will be guided by the Human Capital Workgroup and the results of the Human Capital Survey.

For FY 2010, the Budget includes \$0.2 million

In FY 2010, FMCSA will continue to offer training to enhance employees' ability to identify, develop, and implement a career plan of requisite training, using eLMS as a planning and scheduling tool. FMCSA will manage a comprehensive leadership and supervisory development effort. FMCSA will develop guidelines and identify career development paths for all employees. The Agency will work to provide comprehensive briefings to acquaint all new FMCSA employees with the organization and its mission and the training and tools available to reach their goals.

3. Employee Ethics

Responsible Official: *Chief Counsel/Deputy Administrator*

The FMCSA conducts ethics training and provides information and advice to all FMCSA personnel to ensure compliance with the Standards of Conduct for Employees of the Executive Branch (5 CFR 2635) and with financial disclosure requirements for employees of the Executive Branch (5 CFR 2634). Attorneys advise approximately 315 employees in completing an annual Confidential Financial Disclosure Report (OGE Form 450) and another 15 Senior Executive Service and Schedule C employees in completing an annual Public Financial Disclosure Report (SF 278). Attorneys track and review financial reporting of approximately 315 employees to ensure conflicts do not exist between the Agency mission and the employees' financial interests. To support the highest ethical standards for its employees, FMCSA provides new employee, annual, specialized acquisition and ad-hoc ethics training and legal advice to its employees and senior officials.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will maintain the ethics training page on the KnowZone (the Agency intranet site), automated updating of the training database, and the 100 percent rate for training of all employees. The Agency will provide in-person and computer-based training

on general ethics matters to employees who are required to file annual financial disclosure reports and specialized acquisition and grants management ethics training to those employees with procurement or grants management responsibilities. The Agency will review financial disclosure reports from all employees required to submit such reports.

For FY 2010, the Budget includes \$0.1 million

In FY 2010, FMCSA will update the ethics training page on the KnowZone computer based orientation to allow for improved new employee training and information on specialized issues (e.g. acquisitions and grants), maintain automated updating of the training database, and maintain the 100 percent rate for training of all employees. The Agency will provide in-person and computer-based training on general ethics matters to employees who are required to file annual financial disclosure reports and specialized acquisition and grants management ethics training to those employees with procurement or grants management responsibilities. The Agency will review financial disclosure reports from all employees required to submit such reports. This activity will also begin to offer specialized ethics training to FMCSA grantees.

4. Civil Rights

Responsible Official: *Deputy Administrator*

The FMCSA conducts civil rights activities to ensure that all of the Agency's personnel actions are free from discrimination and that all employees and applicants for employment are provided with equality of opportunity within the workplace. Technical expertise and guidance provided by the Civil Rights Office is essential toward achieving a discrimination-free workplace. FMCSA has conducted outreach efforts to the Minority Institutes of Education in order to develop partnerships with colleges and universities that have a large representation of students from diverse backgrounds who could potentially gain employment within the Agency.

The FMCSA is required to ensure that discrimination does not exist in activities funded by the Federal Government, in accordance with Title VI of the Civil Rights Act. One of the most significant enforcement mechanisms of this activity is on site compliance reviews of grant recipients.

The long term goal of this activity is to reduce the risk of discrimination incidents. To accomplish this, FMCSA will increase the number of discrimination compliance reviews and conduct outreach and provide technical assistance to participants and beneficiaries. FMCSA will create a model EEO framework in a workplace that is able to attract, develop, and retain a highly qualified and highly skilled diverse workforce.

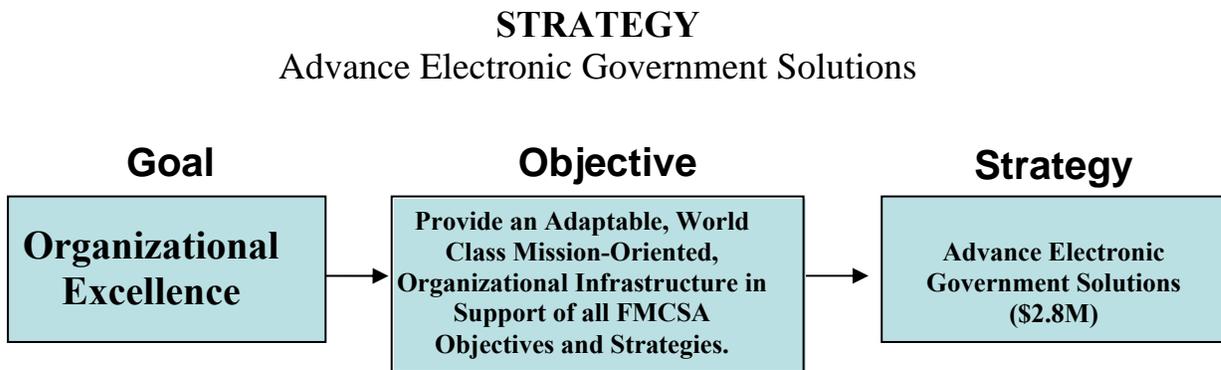
Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will provide improved information regarding training and career opportunities to employees who work on the southern border. FMCSA will increase awareness and outreach efforts to attract qualified Hispanic applicants to higher grade positions and ensure that qualified applicants from employee groups with low participation rates at FMCSA are informed about vacancies. The Agency will analyze vacant positions to

determine minimum physical requirements and develop a comprehensive mailing list to recruit qualified applicants with disabilities to ensure that three percent of all new hires consist of persons with targeted disabilities.

For FY 2010, the Budget includes \$0.4 million

In FY 2010, FMCSA will continue to conduct mandatory diversity training for all employees. FMCSA will continue Title VI training for all FMCSA staff with external civil rights duties, continue to ensure that qualified applicants from employee groups with low participation rates at FMCSA are informed about vacancies, and ensure that three percent of all new hires consist of persons with targeted disabilities.



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$2.8 million.

The FMCSA achieves internal efficiency and offers external customers greater electronic access to processes and activities through the advancement of technology. FMCSA employs various electronic government (e-Gov) cross-cutting initiatives designed to address specific business requirements. FMCSA is addressing this through the development of initiatives, such as, FMCSA's Five-Year Information Technology (IT) Strategic Plan, enterprise architecture governance, robust IT security, capital planning and investment control (CPIC), and effective IT communications. Aside from addressing FMCSA's strategic vision, this performance element addresses requirements of the Clinger-Cohen Act, Federal Information Security Management Act, e-Government Act, and Office of Management and Budget (OMB) guidance and directives.

PERFORMANCE ELEMENT (FEDERAL ACTIVITIES)

FMCSA has one Federal performance element that supports this Strategy:

Electronic Government Solutions

Responsible Official: *Associate Administrator for Research and Information Technology*

The e-Gov performance element focuses on activities designed explicitly to address select government-wide e-Gov and related initiatives. FMCSA continues the development and release of select e-Gov activities, including e-Authentication. Well-defined management practices help to ensure that FMCSA makes the best possible use of finite budgetary and staff resources. These activities will better align IT investments with specific business needs and will address opportunities to foster the professional development of the workforce. Another key area of focus will be the work required to implement FMCSA's enterprise architecture based on COMPASS as addressed in the Information Management performance element in the Safety Goal section of this budget.

The FMCSA will continue projects in direct support of e-Gov through Agency efforts to maintain a customer focus and increase public access to activities and information. Although the entire information management portfolio supports government-to-government, government-to-business, and government-to-citizen activities; this particular project area is focused on the OMB and Departmental targets in the areas of Section 508 compliance, Enterprise Architecture (EA), Project Management, Government-wide e-Gov initiatives, IT Security, System Security Certification and Accreditation, and Capital Planning.

Anticipated FY 2009 accomplishments

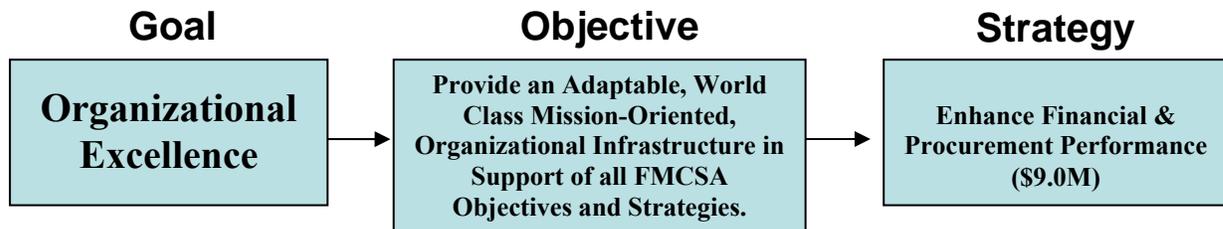
In FY 2009, FMCSA plans to monitor near and medium-term activities contained in the 5-year IT Strategic Plan (including COMPASS) to assure completion, and will continue to implement and evolve the EA to include CSA 2010, COMPASS, and other Agency initiatives. Additionally, FMCSA will use the target EA in the investment and transition planning processes to improve decision-making and to help track IT performance success and the impact on customer service. FMCSA will develop or revise communications and organizational change activities for each COMPASS release and continue to mature governance, project management, and earned value management reporting processes. Further, FMCSA will update and implement policy directives to ensure compliance with Government IT Security guidelines, including submitting required Federal Information Security Management Act (FISMA) reports, performing certification and accreditation activities on FMCSA assets and locations, conducting Continuity of Operations (COOP) planning and Disaster Recovery (DR) tests, monitoring and remediation of identified security weaknesses, and supporting other Department activities. Finally, FMCSA will continue to survey users of all Agency websites to determine their satisfaction with the goal of exceeding the Federal average results.

For FY 2010, the Budget includes \$2.8 million

In FY 2010, the Agency will implement the latest policies and procedures governing IT security and Section 508 compliance. FMCSA will continue to evolve its enterprise architecture, conduct certification and accreditation of systems, provide annual IT security training, and conduct other security activities required to ensure the safe operation of systems. In addition, FMCSA will continue to mature its project management process and improve its websites to make it easier for the public to conduct business with the Agency.

STRATEGY

Enhance Financial and Procurement Performance



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$9.0 million.

The FMCSA manages a robust series of activities to support internal controls, audits, travel, financial operations, procurement operations, and managerial cost accounting. These activities support the Agency and provide financial information for decision making. Without these activities, FMCSA would not be able to provide essential data to managers or provide the required information for the Highway Trust Fund (HTF) consolidated financial statements.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has two Federal performance elements that support this Strategy:

- 1. Financial Management and Oversight**
- 2. Acquisitions Management**

1. Financial Management and Oversight

Responsible Official: *Chief Financial Officer*

A key area of emphasis under this performance element is financial operations and reporting. FMCSA is dedicated to improving accounting processes, which leads to improved financial reporting by providing timely and accurate financial analysis and support. Included in this performance element are internal controls, audits, travel, and reporting. These activities are critical to support the Agency's mission and to provide relevant information for leadership decisions.

Another important part of this element is a competent grants management activity. In order to fully respond to the Highway Trust Fund (HTF) audit for improved financial performance, FMCSA must improve the financial management oversight of grants and acquisitions management. The Agency must do this while maintaining current levels of performance for other activities related to financial and procurement performance.

This performance element ensures that sufficient internal controls are in place for proper stewardship of grants, certifies that grants are properly administered and that funds are being spent for their intended purpose. This effort assists the Agency in avoiding material weaknesses as indicated by a successful and unqualified financial statement.

The long term goals of this performance element are to establish and implement a grants management system in accordance with Departmental mandates, assist with establishing a grants management manual, conduct regular financial audits, and provide analysis of state grants.

In order for the Agency to fully respond to the HTF audit and mandates from the OMB and the Department, while adhering to the Government Performance and Results Act (GPRA) of 1993, FMCSA must expand its managerial cost accounting initiative. Managerial accounting more closely ties cost accounting information to FMCSA activities and performance data. In addition, a labor distribution report system is necessary to link financial and human resources information for manpower and managerial cost accounting activities. The cost accounting system should allocate resources and tie those resources to actual results. To implement managerial cost accounting fully, FMCSA needs to automate the costing process, identify what outputs to measure, and determine what costing method is most practical.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA plans to continue to conduct reviews and audits of grants and initiate a tracking process that links execution to Strategic Goals. FMCSA will continue to enhance funds management by establishing standard operating procedures and training. FMCSA will maintain its low travel card delinquency rates by improving analysis, tracking travel card activity within the Agency, and increasing the number of audits of delinquent accounts. FMCSA will continue pursuing the implementation of an automated grants financial management system and assist with the establishment and maintenance of an Agency grants manual.

For FY 2010, the Budget includes \$5.7 million

In FY 2010, FMCSA plans to continue enhancing its financial oversight over Agency grants, including conducting state site reviews, addressing corrective actions for identified weaknesses, leading the implementation of a grants management system (in accordance with Departmental guidance). The Agency will conduct financial management training and continue to enhance funds management and financial reporting through establishing and/or providing training on key processes.

Additionally, FMCSA will continue enhancing its internal review and audit process to identify and correct areas of vulnerability or weakness for the agency's resources. FMCSA will continue to maintain its low travel card delinquency rates through the establishment and monitoring of cardholder reports. The Agency will continue to establish a formal Managerial Cost Allocation (MCA) system in coordination with the Department guidance.

2. Acquisitions Management

Responsible Official: *Chief, Acquisitions Management*

This performance element provides the Agency with acquisitions management support. Without this support, FMCSA would not be able to procure goods and services for program offices to meet the Agency's mission. Acquisitions management includes pre- and post-award support, contract management and administration, and contract closeout. This support includes management and oversight of contracting officer's warrants, certification and training, contracting officer's technical representatives, and purchase cards.

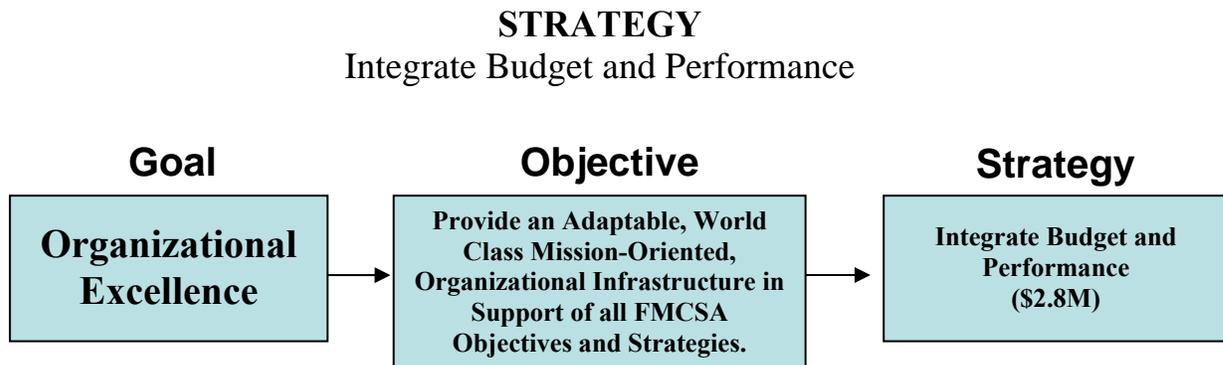
The long-term goals for acquisitions management are to promote sound acquisitions management business practices, to ensure the reliability and accuracy of the procurement of goods and services, and to implement fully standard operating procedures. Over the next few years, FMCSA will concentrate on modernizing acquisitions systems and staffing to recruit, retain, and certify employees; providing customer product and service knowledge; and tracking mandated procurement oversight information accurately.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will reduce procurement processing time. Milestones and standard acceptable time frames by type of contract will be tracked for efficiency. The Agency will acquire and implement acquisition tracking and management tools and conduct system upgrades and enhancements. This will include the implementation of enhanced functionality within the automated procurement system (PRISM) for process improvements. FMCSA will award no less than 27.7 percent of dollars in FY 2009 to small disadvantaged businesses and 25.1 percent to women-owned businesses.

For FY 2010, the Budget includes \$3.3 million

In FY 2010, FMCSA continues the implementation and enhancement of PRISM and the development and implementation of standard operating procedures and related process improvements. FY 2010 activities will include continued training and certification of the acquisitions career workforce. FMCSA will continue the commitment to award FY 2010 dollars at not less than 27.7 percent to small disadvantaged businesses and 25.1 percent to women-owned businesses.



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$2.8 million.

The FMCSA develops a strategically-aligned budget that provides proper resource allocation to future requirements based on careful tracking of current-year execution and analysis. The Integrated Performance Budget is a product developed jointly by budget and performance analysts within the Agency. The FMCSA identifies needs and determines priorities, and resources based on sound analysis. During execution of the budget, FMCSA tracks allocations and obligations to determine the appropriate resource needs for future budget requests.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has two Federal performance elements that support this Strategy:

- 1. Budget Formulation and Execution**
- 2. Strategic Management and Evaluation**

1. Budget Formulation and Execution

Responsible Official: *Chief Financial Officer/Associate Administrator for Policy and Program Development*

This performance element integrates budget and performance activities to directly link Agency resource requests to the performance results those resources are expected to produce. The FMCSA's Budget and Performance Integration (BPI) activities include production of an annual budget that integrates the Agency's performance plan into the budget process throughout the year to strengthen the Agency's resource-to-results linkage to support management, funding, and allocation decisions. By leveraging the Agency's evaluation capabilities with a sound plan, the Agency utilizes performance results to effect needed improvements and determine future budget requests.

Anticipated FY 2009 accomplishments

In FY 2009, the FMCSA will improve the understanding of the budget data by scheduling monthly status updates with senior management. The FMCSA will also increase the monitoring of program area execution, which will assist in meeting the program area plan. This will result in effective budget execution and full obligation of the Agency's appropriated dollars. The HTF balance has necessitated an increase in cash flow planning. The FMCSA is in the process of implementing new reporting tools, which provide increased on-line capabilities used in reporting and reviewing budgetary data, to assist in cash flow planning. The Agency will provide weekly cash flow updates to the Office of Secretary of Transportation (OST) to assist with HTF cash flow estimates.

For FY 2010, the Budget includes \$0.6 million

In FY 2010, FMCSA will continue to improve the on-line reporting capabilities with the expected result of effective execution of the annual budget. The Agency will improve the process of providing budget execution data to the program areas and senior management. In addition, the Agency will continue to increase the reconciliation of payroll data, improve cash flow planning and continue to strengthen internal controls.

2. Strategic Management and Evaluation

Responsible Official: *Associate Administrator for Policy and Program Development*

The FMCSA is committed to creating a sound strategic management and evaluation capability. This performance element includes activities in the areas of strategic management, performance measurement, external liaison, and evaluation.

Strategic Management

Effective strategic management begins with the development of the Agency's Strategic Plan. The FMCSA Strategic Plan lays out a six year roadmap for goals, objectives, strategies, and performance measures for which all FMCSA activities will be held accountable. The Strategic Plan is the key link between the Agency's strategic vision and the development of the Agency's performance budget, which outlines the annual performance plan.

Performance Measurement

The FMCSA uses a living-planning cycle by holding a Senior Leaders Planning Retreat each year. The planning retreat allows managers at various levels an opportunity to contribute in setting the priorities, direction, and focus of the Agency that will be used to allocate scarce resources.

Beginning in FY 2008, FMCSA underwent a full review of its performance measures to ensure that these measures more accurately represent how the Agency is achieving its mission in terms of the stated strategic objectives and strategies. Beginning in FY 2009, FMCSA will use new performance measures to achieve the mission of saving lives and reducing injuries by preventing and minimizing the severity of truck and bus crashes. In the past, FMCSA presented a large number of performance measures that reported output and effort rather than focusing primarily on measures that communicated improvement towards achieving mission success. In order to show the effect that the Agency's activities and policies have on the safety-related behavior of the regulated industry, rather than output based measures of how much effort the Agency is expending, FMCSA reduced the number of performance measures by nearly 80 percent and moved almost exclusively to outcome-based measures. The FY 2010 Budget reflects these new outcome-based performance measures, as will the next Strategic Plan.

External Liaison

The FMCSA recognizes that responsiveness to oversight organizations is a shared responsibility of all FMCSA management officials and an integral part of good management. Corrective action taken by management on resolved findings and recommendations is essential to improving the effectiveness and efficiency of Agency operations. FMCSA's oversight organizations include the Government Accountability Office (GAO), the Department of Transportation's Office of the Inspector General (OIG), and the National Transportation Safety Board (NTSB).

In addition to recommendations from oversight organizations, FMCSA must consider the impact its policies, regulations, and operations have on external stakeholders. To assist with this task the Secretary of Transportation established the Motor Carrier Safety Advisory Committee (MCSAC) in September 2006 as authorized by SAFETEA-LU. The Motor Carrier Safety Advisory Committee provides advice and recommendations to the Administrator of FMCSA on motor carrier safety and motor carrier safety regulations and is comprised of 15 members appointed by the Administrator. The Committee members include representatives of the motor carrier industry, safety advocate groups, and safety enforcement officials.

Evaluation

The FMCSA decision makers use evaluation results to provide objective analysis of how well FMCSA activities are working and whether intended results are being realized. The information is essential for decision makers to manage activities effectively and to help decide how to prioritize limited resources. Evaluations are objective, systematic studies that

answer questions about performance and results. By examining a broader range of information than is feasible through day-to-day analysis, an evaluation study can explore the benefits as well as ways to improve performance. In addition, evaluation is one of the three major elements of the Government Performance and Results Act (GPRA), which calls for agencies to use evaluation to assess the manner and extent to which Federal activities achieve intended objectives.

To create an institutional evaluation culture, FMCSA has created a formal, standard process to plan, execute, and use information from evaluations to provide senior decision makers with information to make better programmatic and operational decisions. As part of its evaluation activities, FMCSA conducts regulatory effectiveness reviews, which are designed to evaluate the performance of existing FMCSA regulations. While all agencies evaluate their proposed regulations before they are published to predict the affect they may have, FMCSA's regulatory effectiveness reviews assess rules after they are published to determine whether they are having the desired effect. In some cases, rules written many years ago may no longer be effective due to changes in technology or the CMV operating environment.

Anticipated FY 2009 accomplishments

Strategic Management

In FY 2009, FMCSA will conduct a senior leaders planning retreat or comparable activity to define Agency priorities, identify resource requirements, and determine resource allocation to meet Agency and Department goals. FMCSA will develop the performance section of the FY 2010 Performance Budget for the new Administration and will begin work on the performance section of the FY 2011 Performance Budget. FMCSA will initiate the update for its Strategic Plan.

External Liaison

In FY 2009, FMCSA will establish a Program Management Oversight (PMO) process which standardizes the tracking and monitoring of recommendations from FMCSA's oversight organizations and internal evaluation reports. This process includes action planning to increase transparency and accountability for actions taken in response to report recommendations. The PMO process will be implemented with the issuance of two Agency directives that will standardize the audit liaison and evaluation functions across the Agency.

Through the PMO process, and in coordination with its oversight organizations, FMCSA plans to reduce significantly the number of open recommendations from past reports. In addition, FMCSA will refine the support function for MCSAC, to assist with the development of advice and guidance for the Administrator. The Committee will continue to hold quarterly meetings and will deliberate on tasks assigned by the Agency. In FY 2009, MCSAC will deliver a report on a framework for a National Agenda for Motor Carrier Safety that will provide ideas for consideration by the new Administration. FMCSA will also appoint the membership for the next 2-year term of the Committee in FY 2009.

Performance Measurement

In FY 2009, FMCSA will complete a full review of all the Agency performance measures to ensure that all measures more accurately represent how well the Agency is achieving its mission in terms of stated objectives and strategies. Beginning in FY 2009, the Agency will use new outcome-based performance measures that more accurately reflect FMCSA's mission of saving lives and reducing injuries by preventing and minimizing the severity of truck and bus crashes.

Evaluation

In FY 2009, the Agency will continue to expand its evaluation capacity to examine activities and identify improvements in FMCSA activities, operations, policies, and procedures. FMCSA will develop a multiyear plan for evaluation. This plan is informed by soliciting input from a variety of internal and external sources. Current evaluations that will be completed in FY 2009 include a review of FMCSA IT Security, an evaluation of enforcement processes, an evaluation of Agency property management policies and procedures, and an assessment of the operations and workflows of the Human Resource Office. The Agency plans to initiate evaluations on the HAZMAT permitting activities and a review of Agency use of inter-agency agreements (IAA). Other reviews may be requested by the future Administrator.

In addition to conducting evaluations, the Agency will complete reviews under the Regulatory Flexibility Act (Section 610 Reviews). The Agency will release a ten-year plan to conduct Section 610 reviews of all of its regulations. FMCSA will complete Section 610 Reviews of 49 CFR parts 372 (subpart A) and 381 and begin reviews of 49 CFR parts 386, 389 and 395.

For FY 2010, the Budget includes \$2.2 million

Strategic Management

In FY 2010, FMCSA will conduct a senior leaders planning retreat or comparable activity to define Agency priorities, identify resource requirements, and determine resource allocation to meet the requirements of the next surface transportation authorization bill and Agency and Departmental goals. FMCSA will ensure that these decisions are incorporated into the FY 2012 Performance Budget. FMCSA will finalize its revision of the Strategic Plan.

External Liaison

In FY 2010, FMCSA plans to implement improvements to its PMO process through increased automation of its tracking, monitoring, and action planning procedures. This effort will improve transparency and managerial awareness of ongoing and proposed actions designed to enhance the Agency's ability to meet its mission and goals. FMCSA will continue its work to reduce the number of outstanding recommendations from its oversight agencies.

Performance Measurement

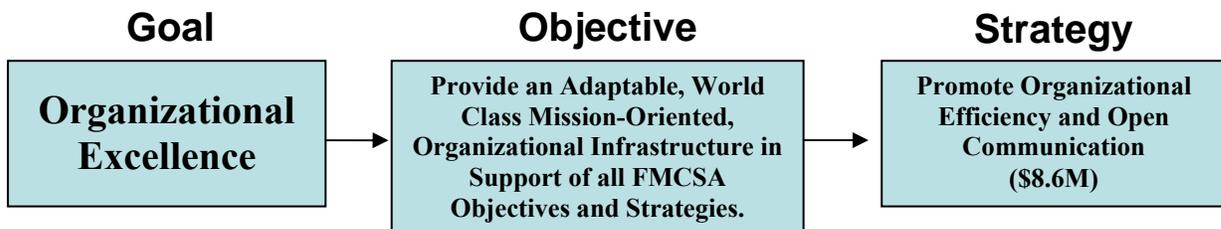
The FMCSA will finalize its new outcome-based performance measures and create a central database repository to manage Agency performance measures. FMCSA will use these outcome-based performance measures to more accurately reflect the Agency's mission of saving lives and reducing injuries by preventing and minimizing the severity of truck and bus crashes. FMCSA's outcome-based measures will show the effect its activities and policies have on safety-related behavior of its regulated entities.

Evaluation

The FMCSA will monitor and track the actions taken in response to the recommendations contained in the evaluations completed in FY 2009. FMCSA will complete evaluations on HAZMAT Safety Permitting Operations and the Agency use of IAAs. In addition, FMCSA will initiate evaluations on the handling of personally identifiable information (PII) within Agency data systems and processes. The Agency will also initiate evaluations of the FMCSA Safety and Household Goods Hotline, as well as safety regulations to determine their impact on safety outcomes. Further, the Agency will conduct Section 610 reviews of 49 CFR parts 325, 388, 350, and 355.

STRATEGY

Promote Organizational Efficiency and Open Communication



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$8.6 million.

The FMCSA promotes organizational efficiency and open communication to enhance overall performance and develops communication and outreach activities to help achieve the Agency's mission. FMCSA searches continually for the most efficient infrastructure and support.

PERFORMANCE ELEMENTS (FEDERAL ACTIVITIES)

FMCSA has three Federal performance elements that support this Strategy:

- 1. Central Support Services**
- 2. Organizational Development**
- 3. Intra-Agency Communication**

1. Central Support Services

Responsible Official: *Director, Office of Management Information and Services*

The central support services function consolidates the Agency's management and information services to improve the effectiveness and efficiency of delivered activities. Required services for all FMCSA operations include facilities management, telecommunications, mail, printing, and field relocations. These essential functions and others are supported centrally to leverage economy of scale and to monitor and control costs.

The FMCSA develops Agency-wide policies and activities for the full range of management support services. These services include space management, records and forms management, facilities and equipment management, mail services, telecommunications services, property management, transportation, occupational safety, printing, transit benefits, telecommunications, and other administrative services. FMCSA also executes the Freedom of Information Act (FOIA), Paperwork Reduction Act, and Privacy Act activities and maintains administrative directives for all Agency activities.

Anticipated FY 2009 accomplishments

In FY 2009, the FMCSA will continue to renew field office occupancy agreements and pursue any outstanding long-term occupancy agreements for border offices based on identified requirements. The Agency will maintain a robust response to FOIA requests. As part of the rotation plan for official government vehicles, FMCSA will utilize Alternative Fuel Vehicles (AFVs) whenever possible.

For FY 2010, the Budget includes \$6.9 million

In FY 2010, FMCSA will continue to renew field office occupancy agreements and pursue any outstanding long-term occupancy agreements for border offices based on identified requirements. For example, the Agency expects to move the National Training Center (NTC) to a new location in early FY 2010. The Agency will continue to process FOIA requests in a timely manner. To accomplish the President's goal of providing more transparency in government, the Agency will review FOIA requests and determine whether more documents are eligible to be included on the Agency's electronic reading room and on the FMCSA Web site. FMCSA will work with the General Services Administration (GSA) to maintain and operate the government vehicles assigned to the Agency. When replacements are necessary, the Agency plans to increase the number of AFVs, where possible.

2. Organizational Development

Responsible Official: *Director, Office of Human Capital*

The FMCSA has established a Human Capital Workgroup to serve as a planning vehicle to focus on Agency workforce planning and management across organizational lines and align human capital activities for the best solutions. The members represent the perspectives of their organization by sharing feedback and concerns that are then considered for incorporation in strategies identified in or appended to the Agency Human Capital Plan.

FMCSA assesses leadership and communication practices regularly within the organization through a variety of vehicles, including the annual Federal Human Capital Survey, the Federal New Employee Survey, and the FMCSA Employee Exit Survey. The Human Capital Workgroup examines feedback from all sources, identifies primary areas of concern common to multiple feedback sources, develops recommendations for addressing those concerns, and develops plans for implementing the recommended improvements.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will expand its human resources servicing capability to reduce reliance on multiple service providers, provide consistency of servicing Agency-wide, consolidate functions and activities to enhance economy, and promote Agency unity of purpose and mission focus. Throughout the fiscal year, FMCSA will incrementally assume full human resources servicing for staff nation-wide.

Also in FY 2009, FMCSA will continue to apply feedback from focus group sessions with employees, managers, and supervisors to validate the results of the Human Capital Survey and the Human Resources Measurement Action Team (HRMAT) Survey, and to update the draft competency models for the Agency's mission-critical occupations. Survey result information will be communicated to employees at all levels and the competency models will be finalized and distributed for use. FMCSA will address the recommended improvements and develop a plan for implementation. The Human Capital Workgroup members will continue to represent their respective organizations to insure their Human Capital concerns and perspectives continue to inform the overall Agency direction in human capital planning. The Agency will continue to share information through its intranet website and through meetings, newsletters, and briefings as a means of communicating Human Capital initiatives and developments.

Further, FMCSA will update its Human Capital Plan and add a "Succession Plan" component. Based on a series of bench-strength assessments, the Succession Plan will provide strategies for competency gap closure and direction for employee development.

For FY 2010, the Budget includes \$1.5 million

In FY 2010, FMCSA human resource servicing will be fully consolidated within the Agency. The Human Capital Workgroup will continue to meet regularly and examine continuing employee feedback about the consolidation, and as reflected in responses to the Federal Human Capital Survey, the Federal New Employee Survey, and the FMCSA

Employee Exit Survey. The Group will continue to monitor relative success or strategies implemented to improve aspects of Agency culture and work-life and adjust strategies as necessary to facilitate continued improvement. The Group will review the Human Capital Plan's action plan periodically and recommend revisions as appropriate to close successfully addressed recommendations or to add new recommendations derived from current employee feedback.

To better service Agency employees while conserving staff resources, FMCSA will work towards consolidating current stand-alone automated systems. This effort should produce greater accuracy, enhanced data security, and reduced processing time. FMCSA will assess the need for developing competency models for additional occupational groups.

3. Intra-Agency Communication

Responsible Official: *Associate Administrator for Research and Information Technology/
Deputy Administrator*

The FMCSA will promote open communication to employees about Agency goals, achievements, and future plans to enhance overall FMCSA performance. The Agency will develop communication and outreach activities to achieve a greater level of team spirit and inspire employees to achieve its mission. Employees are FMCSA's greatest asset and must all be well-informed of Agency operations and expectations.

The KnowZone is the Agency's intranet site for employees. The KnowZone contains information useful to FMCSA employees, including the latest news, directives, guidance, human resources information, updates regarding major Agency activities, calendar of events, and headquarters and field rosters. An enterprise information portal will be introduced on the KnowZone which will allow expanded collaboration opportunities, increase transparency, and will greatly enhance the ability of people, teams and expertise to connect. This is in concert with the Administration's goals for open communication and for enterprise and social networking. The latest technologies will be explored and implemented as is practical such as message boards, online chat, blogs, wikis, etc. to provide optimum information sharing and exploration. New and enhanced methodologies for web content management will be provided to facilitate rapid update of the most recent information.

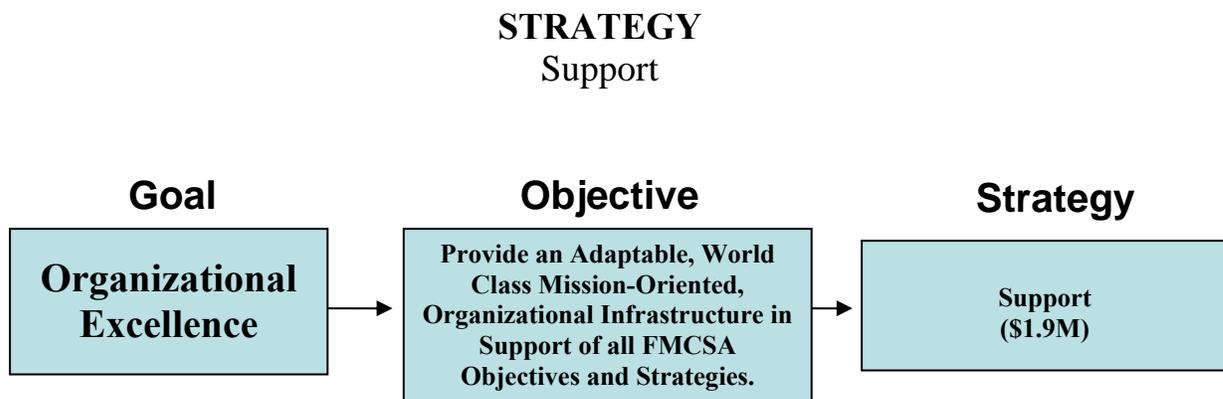
The FMCSA provides daily news to employees, tracking events and information that concern the Agency or its stakeholders each morning to Agency staff. Updating employees on the latest news and information is a critical tool for communicating Agency priorities and activities.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will continue to deploy the KnowZone as an important tool for internal communications and information sharing. Operations and maintenance, as well as minor enhancements, will be implemented. To enhance employee awareness of developmental opportunities, the Agency will post job vacancies for the entire Department, in addition to its weekly posting of FMCSA job vacancies. FMCSA will continue to conduct user surveys of the KnowZone to improve it and better communicate with employees. Results of the 2008 Federal Human Capital Survey will be posted on the KnowZone, as will any updates to the Agency Human Capital Plan.

For FY 2010, the Budget includes \$0.2 million

An enterprise information portal will be introduced on the KnowZone which will allow expanded collaboration opportunities, increase transparency, and will greatly enhance the ability of people, teams and expertise to connect. This is in concert with the Administration's goals for open communication and for enterprise and social networking. The latest technologies will be explored and implemented as is practical such as message boards, online chat, blogs, wikis, etc. to provide optimum information sharing and exploration. New and enhanced methodologies for web content management will be provided to facilitate rapid update of the most recent information.



STRATEGY OVERVIEW

For FY 2010, the Budget includes baseline amounts of \$1.9 million.

Support includes offices and services that provide vital oversight, guidance, specialized support and overall leadership to all of the FMCSA strategic goals. Components within the Office of the Administrator are included in this performance element through the provision of leadership vision and overall direction. The Administrator, Deputy Administrator, and Assistant Administrator/Chief Safety Officer are involved in every aspect of the Agency's strategic goals. In addition to the mandated positions, including the Regulatory Ombudsman, the Administrator's office has key staff that provides direct support to the Agency's leadership. One such support role includes communication activities to promote public understanding of and support for FMCSA activities, policies, and strategies. Legal support ensures that Human Capital and Acquisition activities are implemented effectively to meet statutory requirements and to avoid costly litigation. The legal office supports the procurement and grant management review process to maintain an appropriate competitive environment.

Anticipated FY 2009 accomplishments

In FY 2009, FMCSA will accomplish its Organizational Excellence strategic goal. Oversight, guidance, and specialized support will be provided to the program offices with communication activities to promote public understanding of FMCSA's activities and legal services to ensure that Human Capital and Acquisition activities are implemented effectively to meet statutory requirements and to avoid costly litigation. Through proactive mediation and effective litigation, FMCSA will resolve employment-related disputes prior to trial or administrative hearing. The legal office will provide significant support to establish a uniform, standardized, documented process for FMCSA grant management. The Office of Communications will establish and coordinate the production of regularly scheduled Agency information sessions on satellite radio programs directed to long-haul CMV drivers.

For FY 2010, the Budget includes \$1.7 million

In FY 2010, vital leadership, management direction, and legal services will be provided and communications initiatives will be developed to support the accomplishment of organizational excellence within FMCSA. The Agency will continue to use proactive mediation and effective litigation to resolve employment-related disputes prior to trial or administrative hearing. The legal office will provide significant support to implement a uniform, standardized, documented process for FMCSA grant management. The Office of Communications will further expand "New Media" opportunities to effectively disseminate targeted safety information to carriers, drivers, and the general public.

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FY 2010

FMCSA

Performance Budget Estimates

SECTION 5

Glossary of Terms

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**FISCAL YEAR 2010 PERFORMANCE BUDGET
SUBMISSION TO THE COMMITTEES ON APPROPRIATIONS**

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Glossary of Terms

| | |
|-----------------|---|
| AAMVA | American Association of Motor Vehicles Administrators |
| ACE/ITDS | Automated Commercial Environment/International Trade Data System |
| AFV | Alternative Fuel Vehicles |
| CBP | Bureau of Customs and Border Protection |
| CDL | Commercial Driver's License |
| CDLIS | Commercial Driver's License Information System |
| CMV | Commercial Motor Vehicle |
| COMPASS | Not an acronym, describes the FMCSA business process improvement and IT modernization program |
| COOP | Continuity of Operations |
| COTR | Contracting Officer's Technical Representative |
| CR | Compliance Review |
| CSA 2010 | Comprehensive Safety Analysis 2010 |
| CVSA | Commercial Vehicle Safety Alliance |
| DA | Division Administrator |
| DHS | Department of Homeland Security |
| DIAP | Drug Interdiction Assistance Program, commercial vehicle criminal interdiction |
| DOT | United States Department of Transportation |
| ESF-1 | Emergency Support Function One |
| FA | Field Administrator |
| FAST | Free and Secure Trade Program |
| FEMA | Federal Emergency Management Agency |
| FHMR | Federal Hazardous Materials Regulations |
| FHWA | Federal Highway Administration |
| FMCCR's | Federal Motor Carrier Commercial Regulations |
| FMCSA | Federal Motor Carrier Safety Administration |
| FMCSR | Federal Motor Carrier Safety Regulations |
| FOT | Field Operational Test |
| FY | Fiscal Year |

Glossary of Terms

| | |
|----------------|--|
| GSA | General Services Administration |
| HAZMAT | Hazardous Materials |
| HHG | Household Goods |
| HMPIP | Hazardous Materials Package Inspection Program |
| HMRs | Hazardous Materials Regulations |
| HMSP | Hazardous Materials Safety Permit |
| HRMAT | Human Resources Measurement Action Team |
| HSPD-5 | Homeland Security Presidential Directive 5 (To enhance the ability of the United States to manage domestic incidents by establishing a single, comprehensive national incident management system.) |
| HSPP-5 | Homeland Security Directive Five |
| HTF | Highway Trust Fund |
| IDEA | Innovations Deserving Exploratory Analysis |
| IM | Information Management |
| IRP | International Registration Plan |
| IT | Information Technology |
| L&I | Licensing and Insurance Registration Database |
| LNS | Automated Letter Notification System |
| LTCCS | Large Truck Crash Causation Study |
| MCMIS | Motor Carrier Management Information System |
| MCSAP | Motor Carrier Safety Assistance Program |
| MCSIA | Motor Carrier Safety Improvement Act of 1999 (Pub. L. 106-159) |
| NAFTA | North American Free Trade Agreement |
| NHTSA | National Highway Traffic Safety Administration |
| NOPUS | National Occupant Protection Use Survey |
| NRF | National Response Framework |
| NRP | National Response Plan |
| NTC | National Training Center |
| NTSB | National Transportation Safety Board |

Glossary of Terms

| | |
|--------------------|--|
| OIG (USDOT) | Office of the Inspector General |
| OOS | Out of Service |
| OSS | Onboard Safety Systems |
| OST | Office of the Secretary of Transportation |
| PHMSA | Pipeline and Hazardous Materials Safety Administration |
| PMA | President's Management Agenda |
| PMO | Program Management Oversight |
| PRISM | Performance and Registration Information Systems Management |
| R&T | Research and Technology |
| SA | Safety Audit |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| SBIR | Small Business Innovative Research |
| SCR | Security Contact Review |
| SI | Safety Investigator |
| SSDQ | State Safety Data Quality |
| SSV | Security Sensitivity Visits |
| SVCC | Safety Violation and Consumer Complaint Hotline |
| TEA-21 | Transportation Equity Act for the 21st Century |
| TRB | Transportation Research Board |
| TSA | Transportation Security Administration |
| TVMT | Truck Vehicle Miles Traveled |
| VIN | Vehicle Identification Number |
| VMT | Vehicle Miles Traveled |

Glossary of Terms

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