The Honorable Daniel K. Inouye  
Chairman  
Committee on Appropriations  
United States Senate  
Washington, DC  20510  

Dear Mr. Chairman:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency’s implementation of a more effective method of identifying high-risk carriers will yield a more accurate representation of the industry’s safety performance.
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Ranking Member of the Senate Committee on Appropriations and to the Chairmen and Ranking Members of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies; the House Committee on Appropriations; and the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable Thad Cochran
Ranking Member
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency’s implementation of a more effective method of identifying high-risk
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Chairman of the Senate Committee on Appropriations and to the Chairmen and Ranking Members of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies; the House Committee on Appropriations; and the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable Patty Murray  
Chairman  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
United States Senate  
Washington, DC  20510

Dear Madam Chairman:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency’s implementation of a more effective method of identifying high-risk...
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies and to the Chairmen and Ranking Members of the Senate Committee on Appropriations; the House Committee on Appropriations; and the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable Susan Collins  
Ranking Member  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
United States Senate  
Washington, DC  20510

Dear Senator Collins:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency’s implementation of a more effective method of identifying high-risk
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Chairman of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies and to the Chairmen and Ranking Members of the Senate Committee on Appropriations; the House Committee on Appropriations; and the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable Harold Rogers  
Chairman  
Committee on Appropriations  
U.S. House of Representatives  
Washington, DC 20515

Dear Mr. Chairman:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency's implementation of a more effective method of identifying high-risk
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Ranking Member of the House Committee on Appropriations and to the Chairmen and Ranking Members of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies; the Senate Committee on Appropriations; and the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable Norman D. Dicks
Ranking Member
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Dicks:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency’s implementation of a more effective method of identifying high-risk carriers.
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Chairman of the House Committee on Appropriations and to the Chairmen and Ranking Members of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies; the Senate Committee on Appropriations; and the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable Tom Latham
Chairman
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2\textsuperscript{nd}, 3\textsuperscript{rd}, and 4\textsuperscript{th} quarters of Fiscal Year (FY) 2010.

During the 2\textsuperscript{nd} quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3\textsuperscript{rd} quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4\textsuperscript{th} quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency’s implementation of a more effective method of identifying high-risk
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies and to the Chairmen and Ranking Members of the House Committee on Appropriations; the Senate Committee on Appropriations; and the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro
The Honorable John W. Olver  
Ranking Member  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
U.S. House of Representatives  
Washington, DC  20515

Dear Congressman Olver:

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), directs the Federal Motor Carrier Safety Administration (FMCSA) to submit a report on the Agency’s ability to meet its requirement contained in Section 4138 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to conduct compliance reviews (CR) on high-risk carriers (SafeStat categories A and B). This letter report fulfills that directive for the report due September 30, 2010, and includes information for the 2nd, 3rd, and 4th quarters of Fiscal Year (FY) 2010.

During the 2nd quarter of FY 2010 (January 1 to March 31, 2010), 2,849 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 2,443 of these high-risk carriers. During the 3rd quarter of FY 2010 (April 1 to June 30, 2010), 2,382 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,947 of these high-risk carriers. During the 4th quarter of FY 2010 (July 1 to September 30, 2010), 2,111 carriers met the definition of high-risk carriers. The FMCSA completed CRs on 1,912 of these high-risk carriers.

Beginning in FY 2011, FMCSA implemented a new carrier safety measurement system (CSMS) to identify high-risk motor carriers as part of the Compliance, Safety, Accountability (CSA) initiative, formerly referred to as Comprehensive Safety Analysis 2010. The new CSMS is more effective, identifies more high-risk carriers, and more precisely identifies carriers’ specific performance problems than the previous method. Furthermore, FMCSA operational policies continue to require onsite investigations (i.e., compliance reviews) of high-risk motor carriers.

When FMCSA transitioned to the improved approach of identifying high-risk motor carriers, a new baseline of increased high-risk motor carrier investigation commitments was established. At that time, FMCSA shifted attention from motor carriers identified under the previous method to the larger and higher-risk population of carriers identified under the CSMS. The FMCSA believes that the Agency's implementation of a more effective method of identifying high-risk
motor carriers and continuing to increase the number of onsite investigations of these carriers, while also balancing other national program goals and congressional directives such as those related to passenger and hazardous materials carriers, meets the congressional intent of enacting Section 4138 of SAFETEA-LU.

Further, FMCSA requested an additional $2.9 million and 51 positions, which equates to 25 full-time employees (FTE), in the FY 2011 Budget Request to support the additional monitoring and enforcement activities, such as reviewing the data from the CSMS and preparing preliminary carrier assessments for Safety Investigators in the Agency’s 52 division offices. This work will include providing background information on the motor carriers to be investigated, scheduling interviews with carrier officials, and other enforcement support activities. The support from these FTE in handling the more routine administrative tasks will allow the Safety Investigators to focus on their investigative mission, thereby, maximizing the efficiencies and effectiveness built into the CSA enforcement model.

A similar letter has been sent to the Chairman of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies and to the Chairmen and Ranking Members of the House Committee on Appropriations; the Senate Committee on Appropriations; and the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies.

Sincerely,

Anne S. Ferro