

THE CREATING OPPORTUNITIES, METHODS, AND PRACTICES TO SECURE SAFETY PROGRAM UPDATED SPEND PLAN REPORT

Pursuant to Senate Report 111-69 accompanying the
Transportation, Housing and Urban Development, and Related Agencies
Appropriations Act, 2010 (P.L. 111-117, Division A)
June 2010

Senate Report 111-69 accompanying the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (P.L. 111-117, division A), requested the Federal Motor Carrier Safety Administration (FMCSA) to submit a report updating the spend plan of the Creating Opportunities, Methods, and Practices to Secure Safety (COMPASS) Program.

The FMCSA's primary mission is to reduce crashes, fatalities, and injuries involving large trucks and buses. The increased number of trucks and buses on the Nation's highways, as well as a growing number of regulations, policies, and procedures, compel FMCSA to achieve its mission by optimizing its systems and business processes. The FMCSA's existing data environment, which consists of more than 20 standalone safety information systems, has become too complex to access, difficult to modify, and increasingly expensive to maintain. The COMPASS Program addresses these functional and technical challenges by applying information technology solutions that are closely integrated with the FMCSA's strategic intent, objectives, and business model. Implementing flexible data systems architecture, as well as optimizing business processes, will improve data quality, reduce costs, and provide all stakeholders, especially Federal and State enforcement personnel, with more timely, accurate, and actionable information. As a result, FMCSA and State enforcement personnel will be better positioned and equipped to identify high-risk carriers, drivers, and vehicles and to apply a wider range of interventions to correct high-risk behavior sooner.

The COMPASS is a multiyear program, with new functionality delivered each year. The following work will be initiated and funded in Fiscal Year 2010 for \$12.8 million.

Comprehensive Safety Analysis 2010

The COMPASS Program is closely aligned with FMCSA's Comprehensive Safety Analysis (CSA) 2010 Program. The CSA 2010 is a major new enforcement program that will improve the efficiency and effectiveness of FMCSA's enforcement and compliance program. The CSA 2010 relies on four major elements including measurement, evaluation, intervention, and data from COMPASS. Accurate, timely information is vital to effective regulatory enforcement as well as voluntary compliance. By creating a single source for accessing crucial safety data, collecting and managing that data more effectively, and improving data quality, COMPASS will validate, consolidate, organize, and reframe the safety information available on carriers, drivers, and vehicles. The seamless integration of COMPASS and CSA 2010 will increase enforcement, compliance, and motor carrier safety.

The COMPASS Program will convey safety scores as defined by CSA 2010's Behavioral Analysis and Safety Improvement Categories (BASICS) algorithm. This enhanced scoring addresses seven areas of on-road safety performance including unsafe driving, fatigued driving, driver fitness, controlled substances and alcohol, vehicle maintenance, improper loading/cargo securement, and crash indicators. The CSA 2010 will assign specific interventions that target unsafe carriers, drivers, and vehicles. Added business logic to prioritize safety audits of new entrant carriers and contact management capabilities will allow enforcement and FMCSA customer service personnel to record and review past performance. The online FMCSA Portal, the first phase of the COMPASS program, features a new Safety Investigator/Safety Auditor section that enables State enforcement personnel to monitor audit histories more easily and prioritize any needed interventions more effectively. Launched in September 2007, the FMCSA Portal provides instant online access for carrier and enforcement customers to 11 FMCSA safety systems via individual usernames and passwords. Over time, the FMCSA Portal will incorporate functionality from all of the FMCSA's legacy safety systems. The cost associated with this work is \$7.7 million.

Mobile Client Application

The new Mobile Client Application will ultimately combine the functionality of all FMCSA legacy safety systems and streamline the FMCSA's workflow processes. By consolidating roadside inspection, investigative, and enforcement follow-up and reporting functions into a single interface, this important tool will help Federal and State enforcement personnel target unsafe carriers and drivers and remove them from the Nation's roadways. Enforcement personnel will have easier access to carrier, driver, and vehicle information, which is currently spread across several different safety systems. Eventually, the Mobile Client Application will be the sole field system.

As a major component of the COMPASS Program, the Mobile Client Application is accessed via the FMCSA Portal. When Federal and State enforcement personnel connect to the FMCSA network, information entered in the Mobile Client Application will be uploaded to, and synchronized within, the FMCSA Portal environment. As a result FMCSA Portal users will access information collected during audits, investigations, and interventions more quickly. In time, the Mobile Client Application will offer the following:

- A single information resource that enables enforcement personnel to conduct inquiries, inspections, investigations, and interventions at the roadside and at investigation sites.
- Connectivity that allows users to work online or offline; when online, users will have real-time access to carrier, driver, and vehicle information.
- Improved data quality, with a central, standardized database and consistent edit checks.
- Cost-effective access to real-time nationwide safety data and information.

The Mobile Client Application will improve the efficiency and effectiveness of enforcement personnel, as well as significantly improve the quality and timeliness of the information available. The cost associated with this work is \$2.8 million.

New Entrant Program

In support of the New Entrant Safety Assurance Program, FMCSA will further raise the bar for motor carrier safety compliance nationwide. Besides improving the ability of enforcement personnel to identify and intervene with high-risk carriers and drivers more effectively, COMPASS enhancements will allow carriers to monitor their progress in the New Entrant Program via the FMCSA Portal, simplify the registration and licensing process for carriers, improve the detection of “chameleon” carriers (e.g., carriers who provide false or misleading information or conceal material information in connection with the registration process in order to evade enforcement action or out-of-service orders issued by FMCSA), and enhance data quality.

New Entrant carrier applicants will access robust online content via a Customer Service Portal “view” of their own safety data. Correspondence and notification updates will be sent automatically to new entrants. New business rules will automatically identify chameleon carriers and send alerts to appropriate FMCSA and State enforcement personnel. Providing enforcement personnel with better and timely information about carrier activities will improve the quality of the FMCSA’s safety data. Processes pertaining to graduation from the New Entrant Program, Expedited Actions and Expedited Safety Audits, Corrective Action Plan Reviews, Administrative Reviews, and revocation and reinstatement of U.S. Department of Transportation carrier numbers and Operating Authority will be automated. These enhancements will allow enforcement personnel to capture information for Corrective Action Plan Reviews and Administrative Review Requests and manage Expedited Actions and failed Safety Audits more easily. The cost associated with this work is \$2.3 million.

Summary

The COMPASS Program is integral for the successful implementation of FMCSA’s new enforcement model. Ultimately, FMCSA expects COMPASS to assist FMCSA and State motor carrier safety enforcement personnel in preventing high-risk carriers, drivers, and vehicles from operating. With these improved tools in place, FMCSA will be better positioned to identify high-risk carriers and drivers and to apply a wider range of interventions to correct high-risk behavior sooner, thus increasing safety on the Nation’s roadways. Increased transparency will result from more timely access to key safety information at any time and from any location where enforcement action is required. The FMCSA stakeholders will also see significantly increased access to safety information and come to rely upon the data for timely and important decision-making. Safe and efficient transport of goods and services is critical to the Nation’s overall economic recovery and future growth.