Welcome to the CSA 2010 Listening Session

October 16, 2008
Arlington, Virginia
# Today’s Agenda

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<th>Time</th>
<th>Session</th>
<th>Presenter/Spokesperson</th>
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<tr>
<td>9:00am - 10:45am</td>
<td>Plenary Session</td>
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<td></td>
<td>Welcome &amp; Introduction</td>
<td>Allison Gurnitz, Moderator</td>
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<td>Opening Remarks – Welcome to CSA 2010</td>
<td>John Hill, FMCSA Administrator</td>
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<td>Listening Session Update</td>
<td>Gary Woodford, CSA 2010 Program Manager</td>
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<td>Operational Model Test Overview and Update</td>
<td>Bill Mahorney, CSA 2010 Assistant Program Manager</td>
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<td>Panel Discussion</td>
<td>David Yessen, New Jersey</td>
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<td>Clinton Seymour, Georgia</td>
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<td>Mark Savage, Colorado</td>
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<td>Steff Copeland, Missouri</td>
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<td>Breakout Directions</td>
<td>Allison Gurnitz</td>
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<td>11:00am - 2:45pm</td>
<td>Breakout Sessions</td>
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<td>11:00-12:30</td>
<td>Session 1</td>
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<td>12:30-1:15</td>
<td>Lunch</td>
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<td>1:15-2:45</td>
<td>Session 2</td>
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Each participant will attend each session.

- **Topic 1:** Safety Measurement System & Safety Fitness Determination
- **Topic 2:** Data Quality
Welcome to CSA 2010

John H. Hill
Administrator
Federal Motor Carrier Safety Administration
Listening Session Update

Gary Woodford
CSA 2010 Program Manager
What is CSA 2010?

- High priority FMCSA safety initiative –
- To increase efficiency & effectiveness of resources – compliance/enforcement
- FMCSA and State partners
- **Ultimate Goal:** Achieve greater reduction in large truck and bus fatalities
Why CSA 2010?

- Current Operational Model Limitations
  - Safety fitness determination tied to compliance review.
  - Very labor intensive.
  - Result: We assess only small fraction of industry.
  - Focus largely on carriers.
Why CSA 2010?

Four major elements ---
- Measurement
- Interventions
- Safety Fitness Determination
- IT/COMPASS
CSA 2010 Operational Model

MEASUREMENT
On-Road Safety Performance (BASICS)
- Unsafe Driving
- Fatigue
- Driver Fitness
- Drugs and Alcohol
- Vehicle Maintenance
- Loading/Cargo Securement
- Crash History

SAFETY MANAGEMENT PROBLEMS
Intervention Process

INTERVENTION
Investigative:
- Targeted Roadside Inspections
- Off-site Investigation
- On-site Investigation

Corrective:
- Warning Letter
- Cooperative Safety Plan
- Notice of Violation
- Notice of Civil Action
- Consent Agreement

SAFETY DATA

Motor Carrier Compliance Activities & Crash Reports

SAFETY EVALUATION

Continue to Operate

Marginal
Ongoing Intervention

Unfit Suspension

Suspend Operation
CSA 2010 Public Listening Sessions

- Transparency

- Today – Ninth Listening Session
  - 2004 (six)
  - 2006
  - 2007
  - 2008
Feedback from Past Listening Sessions

- We began with a series of Listening Sessions in 2004
  - Majority agreed that it was important to move forward, and
  - Supported the goal of improving the current process through the CSA 2010 initiative
Feedback from 2006 Listening Session

- Importance of data quality
- Difference between carrier and driver BASICs
- Favored two-tiered rating system with gradation for “Continue to Operate”
- Clearly define “Unfit” and how to leave this category
- Know the impact the new interventions will have on compliance
Feedback from 2007 Listening Session

- In 2007, the goal was to update participants on the progress made and to answer participants’ questions. Recurring themes from participants included:
  - Data Concerns
  - Interventions
  - SFD Methodology
Paradigm Shift

Entities Addressed By Current Process:
Resource Limited

Additional Entities to be Influenced by CSA 2010

< Majority of crashes occur here >
CSA 2010 Potential Benefits

- Maximize effectiveness of resources
- Correct unsafe behavior early
- Assess larger segment of industry

**Achieve Goal:** Greater reduction in large truck and bus related fatalities
Status & Target Dates

- Team deployed May 2005
- Completed developmental work by December 2007
- Currently in test & validation phase
- Deploy carriers by 2010. Drivers in reauthorization.

Timeline:
- CSA Team Initiated: 2005
- DOT Reauthorization: 2010
- SFD Final Regulation: 2008
- Listening Session 2009
- Add States
- Concept: 2005
- Development: 2006-2007
- Test & Validate: 2008-2009
- Deploy: 2010

FMC-CSA-09-003
We Want Your Input

- Written comments due to the docket by January 31, 2009

- For more information – or to submit questions or comments, please visit our Web site: www.fmcsa.dot.gov/csa2010
Operational Model Test Overview and Update

Bill Mahorney
CSA 2010 Assistant Program Manager
Operational Model (OM) Test

- Designed to test validity, efficiency and effectiveness of the CSA 2010 operational model concept
  - Safety Measurement System (SMS)
  - Progressive Interventions
    - Warning Letter
    - Targeted Roadside Inspections
    - Off-site Investigations
    - On-site Investigations (focused and comprehensive)
    - Cooperative Safety Plans
    - Notice of Violations
    - Notice of Claim
    - Consent Agreement
4 States:
- CO, GA, MO, and NJ
- 26 safety investigators state and federal
- Carriers domiciled in 4 states randomly split into two groups: approximately 34,000 each
- Test group and control group
Operational Model (OM) Test

- Phase I of OM Test initiated February 2008
- Included: 3 BASICs
  - Unsafe Driving
  - Fatigued Driving
  - Vehicle Maintenance
- Interventions: Focus on offsite
Operational Model (OM) Test

- Independent 3rd party evaluation
- No regulatory or enforcement relief in test
  —Carriers will be rated during Phase II of OM Test
OM Test Status

- Completed activity as of September 30, 2008
  - 476 Offsite Investigations
  - 58 Focused Onsite Investigations
  - 10 Comprehensive Onsite Investigations
  - 305 CSPs
  - 9 NOVs
  - 48 NOCs (39 issued with enforcement)
  - 2,075 Warning Letters
  - 52,255 inspections on test carriers (new data feeding SMS)

- Ongoing working group bi-monthly onsite meetings and bi-weekly conference calls
Includes:

- A and B Carriers
- Remaining BASICs (Driver Fitness, Controlled Substances/Alcohol, Improper Loading/Cargo Securement, Crash History)
- More on-site investigations: both focused and comprehensive
- Increased use of NOVs for immediately correctable violations
- Focus on carriers and drivers
- Began September 29, 2008
CSA 2010 in Action

Panelist discussion --

- Mark Savage, Colorado State Patrol
- Clinton Seymour, FMCSA Georgia Division
- Steff Copeland, Missouri Department of Transportation
- David Yessen, FMCSA New Jersey Division
Demonstration/Presentation Followed by Facilitated Discussion:
- Listen to and capture your collective reactions, feedback, thoughts, and suggestions for each area presented

- We will NOT try to reach agreement/consensus, but rather a better understanding of your thoughts/opinions.
  - We will NOT capture names associated with comments.

Any other input you have may be sent to the docket before January 31, 2009, at http://www.regulations.gov, using Docket Number FMCSA-2004-18898 or one of the other methods described in your program guide.
## Breakout Sessions

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