



Federal Motor Carrier
Safety Administration

CSA 2010
Comprehensive Safety Analysis

Welcome to the CSA 2010 Listening Session

October 16, 2008
Arlington, Virginia



Today's Agenda

9:00am - 10:45am Plenary Session	Welcome & Introduction	Allison Gurnitz, Moderator
	Opening Remarks – Welcome to CSA 2010	John Hill, FMCSA Administrator
	Listening Session Update	Gary Woodford, CSA 2010 Program Manager
	Operational Model Test Overview and Update	Bill Mahorney, CSA 2010 Assistant Program Manager
	Panel Discussion	David Yessen, New Jersey Clinton Seymour, Georgia Mark Savage, Colorado Steff Copeland, Missouri
	Breakout Directions	Allison Gurnitz
11:00am - 2:45pm Breakout Sessions 11:00-12:30 Session 1 12:30-1:15 Lunch 1:15-2:45 Session 2	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?

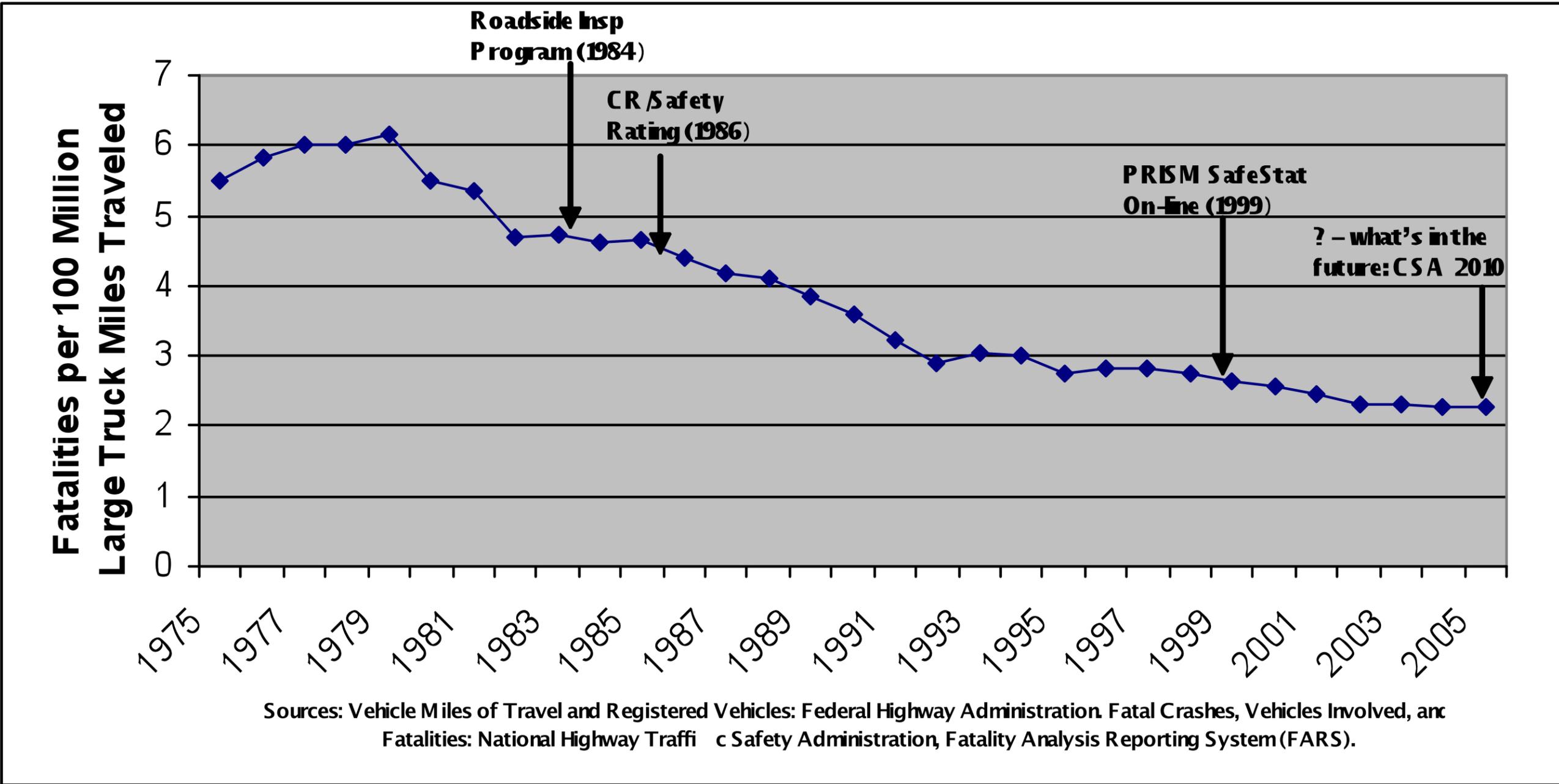
- High priority FMCSA safety initiative –
- To increase efficiency & effectiveness of resources – compliance/enforcement
- FMCSA and State partners
- Ultimate Goal: Achieve greater reduction in large truck and bus fatalities

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.



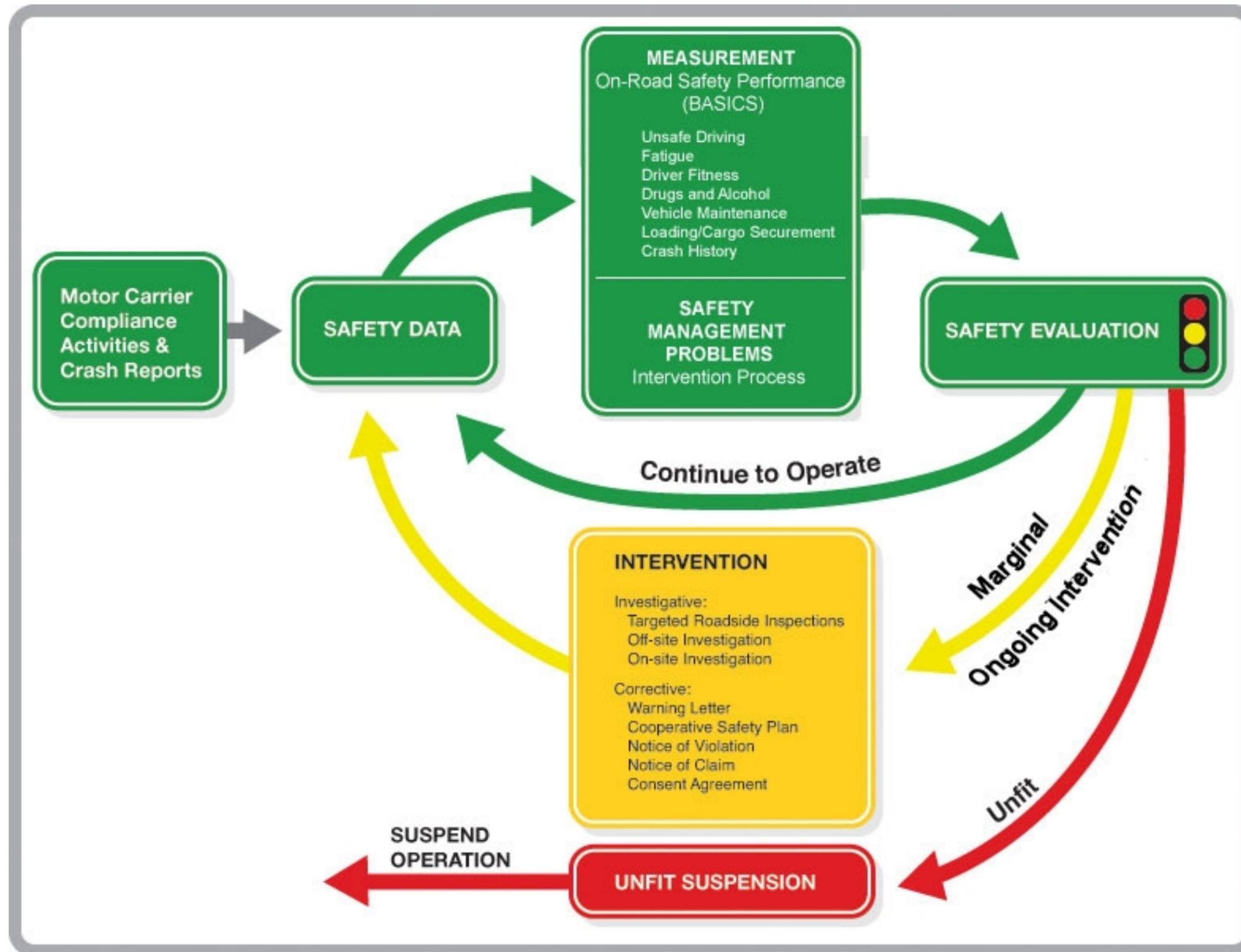
Why CSA 2010?



CSA 2010 - A New Operational Model

- Four major elements ---
 - Measurement
 - Interventions
 - Safety Fitness Determination
 - IT/COMPASS

CSA 2010 Operational Model



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

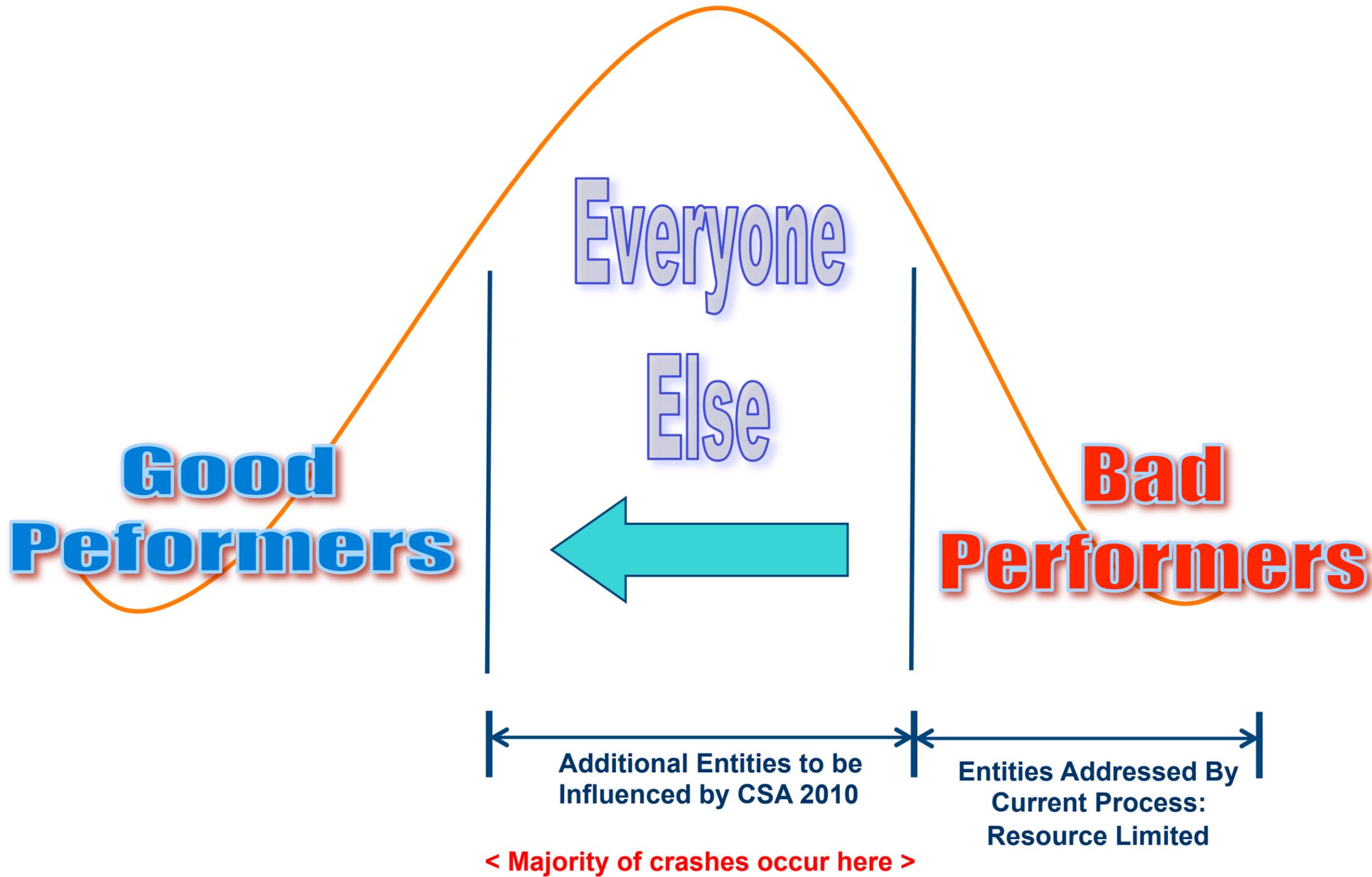
- Importance of data quality
- Difference between carrier and driver BASICS
- Favored two-tiered rating system with gradation for “Continue to Operate”
- Clearly define “Unfit” and how to leave this category
- Know the impact the new interventions will have on compliance

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

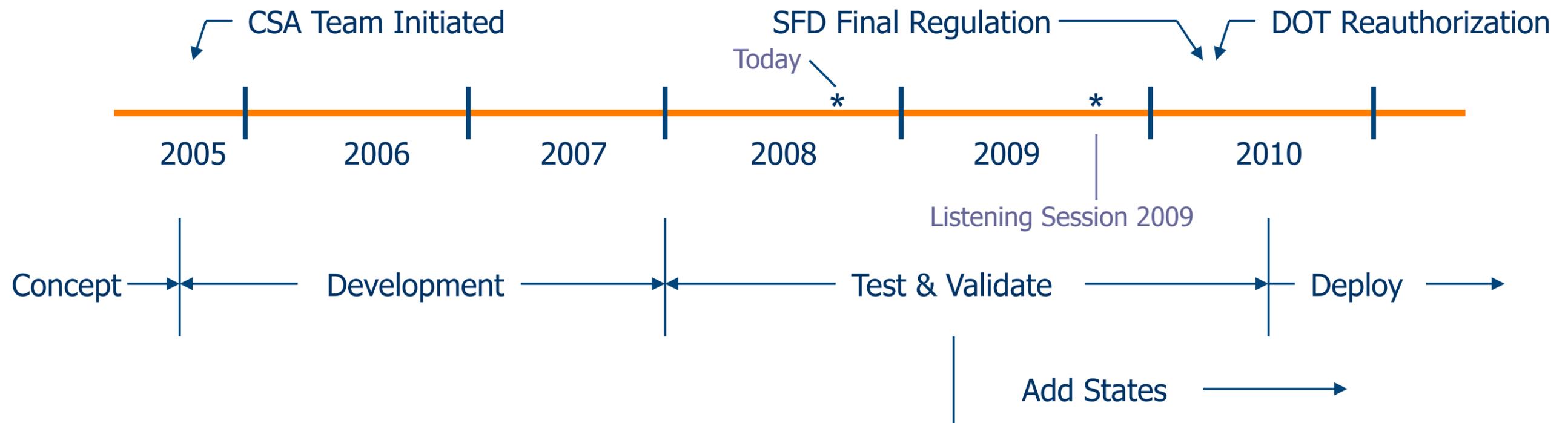


CSA 2010 Potential Benefits

- 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.



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

Operational Model (OM) Test

- 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

OM Test Phase 2

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

Breakout Session Process

- **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

Breakout Group	Room
A	Potomac Salon C
B	Potomac Salon D