**CSA Subcommittee Meeting**

**December 5, 2012**

**Questions for CSA Data Panel**

1. Data quality - Are we asking the right questions? Collecting the right data? Addressing the right audience to collect the data? How is the data being measured?
2. Data integrity - How useful is the data and what else needs to be collected?
3. How is drug and alcohol data used and analyzed? What does the data tell FMCSA about drivers? Are there better ways to collect drug and alcohol data?
4. How is the data relevant to crashes? What conclusions can be made in terms of crashes? Does the data tell the right story about crashes and carriers?
5. How should the data collected by CSA be released to the public (in a manner that is clear and relevant to safety)? Should compliance data be shared with the public now or when more carrier data is collected?
6. Has anyone measured the impact of geographical differences? For example, the impact of one State conducting more inspections than another or how crashes are reported. How much would these regional disparities impact the data collected?
7. Would data look different if the collective commercial motor coach data were analyzed separately?
8. What dynamic does the data produce on the outliers (i.e., carriers with data that does not follow the trend or national average)? Why do outliers exist and what effect does the data have on the outliers with regard to their scores?
9. Has research been conducted on alternative weightings for violations within each BASIC?
10. Is there additional data that should be captured? For example, equipment type, regional data, urban versus rural, day time/night time. Is this data collected and what story does it tell? Are moving violation data being collected and is there an impact on crashes?
11. Data regarding equipment for straight trucks and how it is compared to combination trucks. Is it being interpreted correctly? Are there alternative ways to group different segments of the industry?
12. Given the scores, are the threshold percentiles appropriate? Can the thresholds for groups be more descriptive? What was the basis behind creating the thresholds and what are the goals for each threshold?
13. How is hazmat grouped and what is the relationship is between hazmat data and crashes.
14. Does data suggest that those carriers with technology on their trucks are safer?
15. Is data collected differentiated between fatality/injury and tow-away?