**MCSAC Task 12-03: Evaluation of and Recommendations on the Compliance, Safety, Accountability (CSA) Program**

**Subcommittee Meeting, February 12, 2014**

1. **Presentation or Discussion Suggestions for April 2014 CSA Subcommittee Meeting**
   1. More information/update on the Driver Fitness and Drug and Alcohol Behavior Analysis & Safety Improvement Categories (BASICs) correlation to crash risk.
   2. Statistician to explain (in layman’s terms) the development of all of the BASICs and how FMCSA calculates each BASIC’s correlation to crash risk.
      1. What has the Agency considered for improvement to the Driver Fitness BASIC?
   3. Presentation on the results of the Crash Weighting Study and what those results mean moving forward.
   4. Presentation on the extent to which intrastate data might be used to validate interstate data or reduce crashes.
   5. Presentation on severity weight analysis: methodology, how FMCSA developed violation severity weights, and how they are used.
      1. Shannon has emailed to subcommittee members the previous severity weight presentation given to the CSA subcommittee.
      2. Bill Quade: The next Safety Measurement System (SMS) change will address violation severity weighting recommendations provided by the MCSAC. The next SMS revisions will likely not occur until after Safety Fitness Determination (SFD) proposed rule.
   6. What are FMCSA’s expectations from the shipping community?
   7. How is CSA data being used? The data is being used in more ways than just prioritizing FMCSA interventions, and not always consistently.
      1. Public availability and use of data is still a concern for carriers.
   8. Presentation on State enforcement disparities – what are they?
      1. The Agency might benefit from reports by participating States on how many inspections they conduct, what kind of inspections, and what kind of violations they cite for, and what conditions they put out of service.
      2. How could FMCSA normalize data across various data disparities and differences in miles driven?
   9. Dispute process for violations on a carrier’s record.
      1. There are data quality issues relating to lag time in DataQs resolutions or inaccurate DataQs resolutions.
   10. Current peer groupings are a concern for carriers.
       1. Bill Quade: FMCSA is looking towards moving to “dynamic peer grouping” in an effort to reduce the large jumps in scores that can result when inspections push a carrier into a different peer group.
   11. Discussion of possible recommended statement to FMCSA from the MCSAC on the GAO report.