



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

## OFFICE OF ANALYSIS, RESEARCH, AND TECHNOLOGY

### Overview of FMCSA Analysis Division Projects and Programs March 24, 2009

#### Webinar Transcript

##### Presenters

- Bill Bannister, Analysis Division Chief, FMCSA Office of Analysis, Research, and Technology (ART)
- Betsy Benkowski, Data Quality Team Leader, FMCSA, ART
- Scott Valentine, Data Analysis and Report Team (DART) Team Leader, FMCSA, ART
- Mindy Shalaby, Regulatory Evaluation Acting Team Leader, FMCSA, ART
- Richard Gruberg, Analytical Team Lead, FMCSA ART)

##### Speakers (optional)

- Kirse Kelly, Web Conference Host, FMCSA, ART

##### **Description:**

This webinar will feature an update on the FMSCA Analysis Division, which provides the transportation industry and the public with analytical reports on trends, costs, and fatalities and injuries in large truck and bus crashes. The Division also monitors data quality to ensure an accurate measurement of safety performance and prepares all the economic and environmental analyses for FMCSA's significant rulemakings to ensure changes to motor carrier regulations are based on sound analysis and data. Don't miss this chance to hear Analysis Division Chief Bill Bannister and members of the Analysis Division team give an overview and answer questions about current projects and programs.

## **PRESENTATION— OVERVIEW OF FMCSA ANALYSIS DIVISION PROJECTS AND PROGRAMS**

### **PRESENTATION TITLE SLIDE: FMCSA ANALYSIS DIVISION PROJECTS AND PROGRAMS OVERVIEW**

#### **Sara (Operator):**

Welcome and thank you all for standing by. At this time all participants are in a listen-only mode until the Question and Answer Session of today's conference. At that time you would press \*1 to ask a question. I would also like to inform parties that today's call is being recorded. If you have objections, you may disconnect at this time. I would now like to turn the call over to Ms. Kirse Kelly, your Web Conference Host. Thank you, ma'am, you may begin.

#### **Kirse Kelly (Web Conference Host, FMCSA ART):**

Thank you Sara and thanks to all of you who are participating in our webinar which will give you an overview of the FMCSA ART Analysis Division Programs and Projects. This webinar is part of a series put on by the FMCSA Office of Analysis, Research, and Technology.

As Sara mentioned, all questions will be answered at the end of the call. You can submit questions in the **Q&A** box, which is on the left side of your screen, throughout the presentation. At the end of the call, you will be able to both submit questions online and ask questions over the phone lines. Please note that although the presentation is not yet available for you to download, it will be available to download from our ART Website early next week. At the end of this webinar you will be given an opportunity to submit your e-mail address to a list so that you will be notified when the slides are available online.

Members of the trade or local media who are participating today are going to be asked to contact the FMCSA Office of Communications. That number is 202-366-9999. You can just contact them at the conclusion of the webinar if you have any questions—once again, 202-366-9999.

Finally, for anyone who may have a smaller screen and the virtual meeting room is on the upper left-hand side of your screen, you may want to try "Full screen." That can be accessed by clicking **Meetings** at the top left side of your screen and choosing **Manage my Settings** in the list and then you can just click on **Full Screen**.

Now let me go ahead and turn you over to our FMCSA Analysis Division Chief, William Banister.

#### **William Bannister (Analysis Division Chief, FMCSA ART):**

Good afternoon, everybody. Thank you for tuning in. I'm Bill Banister and we're here today to talk a little bit about what the Analysis Division is all about.

**SLIDE 2: ANALYSIS DIVISION**

The Analysis Division is one of three divisions in the Office of Analysis, Research and Technology; what Kirse referred to as ART earlier. The Analysis Division has a staff of statisticians, economists, transportation specialists, environmental protection specialists, and management analysts. Those are both federal employees and onsite and offsite contractors that do the work of the Analysis Division.

**SLIDE 3: INFORMATION COLLECTION**

One of the things that we do is we collect information for the use of FMSCA, our stakeholders, and the public. To begin that, I'd like to talk about our Information Collection Program. The information collection team is headed up by Herman Dogan. He's responsible for the three things in the bullets you see on your screen.

First is Information Collection Request. Before the FMSCA can collect any information from the public, we have to have permission to do that according to the Paperwork Reduction Act. We submit to the Office of Management and Budget (OMB) a paperwork package and ask them for permission before we can collect anything. Those are called Information Collection Requests. Right now FMSCA has 28 of these ICRs or Information Collection Requests. They account for over 250 million annual burden hours. That's the time that we calculate that it will take to fill out all of these forms or answer all of these questions; whether it be a survey, a form, or something that's done in an oral collection, such as a telephone survey. Now, the majority of that information is—that time rather—is information collected from driver logs and the like, that takes quite a bit of time. Every year we have about 20 of those Information Collection Requests that we have to submit paperwork to OMB on because they have to be renewed, we have a change in our regulations, or something else that requires us to change those. This is the process that we go through before we can collect the information directly from the carriers, the public, or whomever.

For some of that information that we collect, those are collected in forms. Some of them are paper, some of them are electronic and many are both. The Analysis Division is also responsible for the form design. We work with the programs to make sure that the forms are as easy to use as possible, collect all the information that we need and is approved in the information collection request.

Another thing the Analysis Division does is it's responsible for records management in FMSCA. We establish the records control schedule that says how long we keep certain information, what we have to keep, and what we dispose of on a regular schedule. We coordinate with the National Archives and Records Administration or NARA on the keeping those schedules.

Some of the information that we collect from these Information Collection Requests actually end up in our databases, such as the motor carrier registration data that's collected. Some of the information that's required to be collected, such as driver logs, we don't capture here, but those are things that are checked when there are compliance reviews. Some of the information that is looked at during compliance reviews or information that's collected during roadside inspections

ends up in our databases as well. Once we have all of that data, one of the first things we want to do is make sure it is accurate as possible, so we have a Data Quality Program, and Betsy Benkowski is here to talk about that.

#### **SLIDE 4: DATA QUALITY**

##### **Betsy Benkowski (Data Quality Team Lead, FMCSA ART):**

Thank you, Bill. The FMSCA State Data Quality Program has evolved over the past several years. While data quality has always been a priority for FMSCA, it wasn't until 1999 when we received funds from Congress exclusively to improve the collection and analysis of data reported by the States to FMSCA. Prior to '99, FMSCA only received about 90,000 of the expected 150,000 accidents in the Motor Carrier Safety Information System or MCMIS database.

#### **SLIDE 5: DATA QUALITY FUNDING**

In 2002, the joint effort with the National Highway Traffic Safety Administration, the first cooperative agreement and grants were awarded to 18 states to improve the quality of the accident data. Since that time and with the reauthorization of SAFETEA-LU, FMCSA has awarded over \$32 million to 42 states. For 2009, FMSCA has \$3 million to award to the States. Applications were due to the agency by January 30, 2009. If you missed the deadline for applying for 2009 funds, we're advertising the 2010 funds in May of 2009. We anticipate award of those funds in early fiscal 2010. If you'd like to apply, you go to [grants.gov](http://grants.gov). It's easiest to find our application through the Code of Federal Domestic Assistance number which is 20.234.

#### **SLIDE 6: DQ TECHNICAL ASSISTANCE TRAINING**

Along with our grant program, we recognize the need to provide training and technical assistance. Our Crash Data Collection for Commercial Motor Vehicles is our training program. We train the enforcement community on how to identify the responsible carrier and crash, how to identify accurate vehicle configuration and cargo body type, how to understand and report the appropriate sequence of events, even reading the driver's license and recognizing the correct commercial driver's license, and identifying appropriate cases to send to FMSCA. We tailor our classes to the State Police Accident Report form or PAR. The officers use their own forms in our training to code the values. At this time there is no cost of the training to the State. All the State has to do is assemble the students. We also provide a train-the-trainer class. Fortunately, many people have taken up that opportunity, and we have trained over 10,000 investigators in over 23 states.

#### **SLIDE 7: DQ TECHNICAL ASSISTANCE**

In addition to our training program, our technical assistance looks at a number of areas to provide assistance to the States. We've reviewed all State Police Accident Report forms and made recommendations how to improve the State PAR so data can be uploaded to FMSCA to

maximize good reporting levels. We have and will continue to participate on State traffic records coordinating committees and advise States when they're revising their PAR.

We developed a VIN (Vehicle Identification Number) translation scheme to assist in corroborating the correct coding of critical vehicle driver data elements. We work with the States in the development and improvement of the program or extract logic and translation schemes so that the data sent to FMSCA comes in as completely and as accurately as possible. If a State is having difficulty improving their data quality in a critical performance area, we will send a review team to the State to examine the process flow of the operation. We do a comprehensive analysis of the available data prior to our visit. Once we are onsite, we bring all the appropriate State data owners together, listen to them, and report our findings. We've been able to make a number of recommendations where efficiencies and improvements can be made.

#### **SLIDE 8: DQ TECHNICAL ASSISTANCE**

We also perform offsite reviews of the State accident files. We compare what the States submit to the MCMIS files to what's reported in the State file. In these analyses, we can see areas for potential under- or over-reporting, and we can target the areas for improvement. We've done 28 reviews to date and we are working with the remaining States to get copies of their files. Our goal will be to complete the entire nation.

#### **SLIDE 9: STATE SAFETY DATA QUALITY (SSDQ)**

We developed our State Safety Data Quality Map and its associated measures. Our measurement system started in 2004 with five measures. In 2007, we introduced two additional measures. Today we have seven measures that evaluate the crash and the inspection timeliness and accuracy, and the crash completeness. The SSDQ map has been helpful in elevating awareness of the data importance to FMSCA.

#### **SLIDE 10: STATE SAFETY DATA QUALITY (SSDQ)**

This slide shows you the steady improvement in reporting. We have challenged the States to continue to improve their reporting. When we introduced the map in 2004, you can see we only had 24 good reporting states—those are the green States. In September 2007, we introduced our two new measures, and in January of 2009, you can see we're already back up to 32 good reporting States.

#### **SLIDE 11: DQ TECHNICAL ASSISTANCE**

One last aspect of our technical assistance program is our technical assistance. Analysts are assigned to States to assist them with any problems they may be having. We customize reports for the States' use as they look for ways to improve their processes and their data quality.

**SLIDE 12: DATA Q'S**

Despite how hard we try, sometimes inaccurate data does make it to our files. We developed a system for the public to bring potential errors to our attention. Data Qs is our online system for filing concerns or challenges to the data. This system is web-based and includes a centralized network with analysts in each State that review and respond to data challenges. Data Qs was initiated in 2004. To date there have been over 46,000 data challenges. Approximately 66 percent have had updates to carrier records.

**SLIDE 13: SSDQ IMPACT**

This slide shows the impact the Data Quality Program has had on reporting of accidents with FMSCA. This slide does not represent all accidents involving a commercial vehicle, rather it shows the level of reporting and its increase over time since the SSDQ program has begun.

**SLIDE 14: CENSUS DATA IMPROVEMENT**

Our newest data quality effort in the Analysis Division is to improve the data in our motor carrier census file. We estimate that there are approximately 700,000 motor carriers that are registered with FMSCA. We're working on validating current contact information, creating appropriate edit-checking on the application forms, identifying carriers trying to reinvent themselves, identifying carriers that need to update or file their information with FMSCA, and on developing policies for action by our division offices, contract staff, and state partners. This just gives you a quick look at some of the data quality activities that are ongoing in the Analysis Division. Now I'm going to send it back to Bill.

**SLIDE 15: DATA DISSEMINATION****William Banister:**

Thank you, Betsy. So, we collect the data, we try to make it as accurate as possible, and then we have a team that's responsible for sharing that data. We'll bring in Scott Valentine of the Data Analysis and Reports Team.

**SLIDE 16: DART REQUEST PROCESS****Scott Valentine (Team Lead Analysis Division, FMCSA ART):**

Thank you, Bill. The DART team receives requests from FMSCA's field and headquarters, our State partners and other governmental agencies, such as Commerce, Justice, and a number of our other partners.

Public requests must be handled through the Freedom of Information Act Office. If you're a member of the public and would like to request information, we have information available for

how to access FOIA through our main website. Just go to the bottom of our main FMCSA Website or contact foia@dot.gov.

For our internal customers, please submit your request to datarequests@dot.gov. This will ensure the information gets to not only gets to myself, but gets to at least five other team members so that somebody will always be there to help you out. If you submit it to myself or to one of my management, there's a chance it may get delayed.

All of our requests go through a coordination process to make sure that all requests are handled in a timely and effective manner. We assess the requests to make sure that it is not information that we're already provided through our Website. We coordinate with the people requesting the information in order to make sure we're going to give them the information that they need. Processing and quality assurance ensures we're providing the correct information. We'll review it and make sure we dot the "I"s and cross the "T"s and finally we distribute it to our customers.

Our goals are three working days for high priority items and five days for all items. However, we generally exceed two working days for or within two working days for all high priority items. Generally we receive over two new requests per workday.

#### **SLIDE 17: DART STATISTICS CY08**

Here you can see a graph containing how many new requests that we have received versus closed. The closed will always be higher because we generally get repeats for information that we've recently delivered, whether it is additional information or something in a new direction.

#### **SLIDE 18: DART REQUESTS**

Over half of the requests that we receive are high priority, whether they're time-sensitive or management-sensitive—i.e. for the front office, Office of the Secretary, OMB, GAO, or NTSB.

#### **SLIDE 19: DART REQUESTS**

The majority of our requests do come from our enforcement users; whether they're here at headquarters, the field, or our State partners. We are first and foremost a service organization and we do want to make sure that we get their job right.

#### **SLIDE 20: ANALYSIS & INFORMATION ONLINE**

As I said earlier, we provide much of this information available, through online through our Analysis and Information Website. This is a public Website, and many of you are probably familiar with A&I online or SafeStat online which provides detailed motor carrier safety data history. We also provide a compilation of other information reports related to crash, motor carrier crashes, and enforcement program.

**SLIDE 21: ANALYSIS & INFORMATION ONLINE**

A&I has grown much in the last ten years, when it started off as an intranet application designed at getting SafeStat information into the hands of our field investigators, to the point where last year we had over 3.3 million user sessions—not just web hits, but people actually going through and using the Website.

**SLIDE 22: ANALYSIS & INFORMATION ONLINE INTERFACE REDESIGN**

We're in the process of redesigning A&I online in order to be more consistent with the main FMCSA Website, so it won't look like you're going to a new system.

**SLIDE 23: A&I REPORTS**

The new system will also have monthly updates, much like SafeStat online has had for the last several years, and we're going to be introducing several new sections involving carrier registration and program effectiveness.

**SLIDE 24: A&I MAPPING TOOL**

This is a demonstration of what some of the new features are going to look like. We'll have information both graphical and granular level, as far as, if you'd like to see numbers if you're more a visual person like myself. You'll have the ability to manipulate the graph and have different options to select. We'll also have options to view spatially the data. This is a map of Maryland and Virginia. You can see the half diamond of DC where the dots represent fatal crashes and the color coding represents all crashes for large trucks and buses.

**SLIDE 25: GOTHAM REDEPLOYMENT TO A&I**

Lastly, we have an internal Website that we use for field use called Gotham. Gotham is available for internal folks; mainly for management reports, to make sure that our investigators are doing what they need to and that we're providing the correct level of attention for high priority carriers that need compliance reviews and roadside inspection.

We have a three-phased redeployment of the Website in order to bring it into compliance and agreement with how we have the rest of the analysis and information online. With that we go back to Bill for regulatory support.

**William Banister:**

Thank you, Scott. Another use that we make of the data that we collect is in our Regulatory Evaluation Program. Here to talk about that is Mindy Shalaby, the acting team lead for the Reg Eval Team.

**SLIDE 26: REGULATORY EVALUATION****Mindy Shalaby (Regulatory Evaluation Acting Team Lead, FMCSA ART):**

Thank you, Bill. We have five members, Mike Johnsen who is the team lead, myself, an economist and the acting team lead, plus any additional economists, Mark Johnson, Fred Bellemore, and Brian Preslopsky. The FMSCA is required to prepare regulatory impact analyses of all proposed and final rules. They consist of cost benefit analysis where we quantify the costs and benefits of the rules over a period of ten years, typically, to arrive at net benefits. Our Regulatory Evaluation Team is a part of a bigger team which is the Regulatory Development Team. It consists of other FMSCA divisions such as Enforcement and Policy.

**SLIDE 27: REGULATORY EVALUATION (CONTINUED)**

We collaborate together in a prescribed rule making process. Our rules are subject to the review of our Headquarters Program Offices—the Office of Chief Counsel, the Office of Secretary of Transportation, and for significant rules the Office of Management and Budget or OMB. We strive for accuracy, consistency, and uniformity. We have developed in-house a handbook for our division which is designed to ensure consistency and uniformity in our use of data sources, definitions, and methodologies.

**SLIDE 28: REGULATORY EVALUATION (CONTINUED)**

We rely upon many sources of data, mostly from within the agency, but also from industry, Federal and State agencies, and public sources.

To give you an idea, here are some examples. If we look at the carrier safety fitness determination rules, this proposed rule considers switching from our existing safety determination system to a new one. So, one needs to look at the old system versus the new system. This requires that we look at the current and past numbers of motor carriers. A good data source for that is the MCMIS database which stands for Motor Carrier Management Information System.

Another example is minimum levels of financial responsibility for Canadian carriers. This proposed rule allows Canadian motor carriers operating in the U.S. to use Canadian company insurance policies. For that we need a count of the current Canadian carriers actively operating in the U.S. Again, a good data source is the MCMIS database, as well as the Licensing and Insurance or L&I data base.

A third example is the entry level driver training rule. This proposed rule considers changes to the minimum levels of training for new motor vehicle drivers. For that we need to project ahead the number of new drivers. A good data source is MCMIS in order to establish past and current trends, as well as the U.S. Department of Labor, the Bureau of Labor Statistics.

**SLIDE 29: REGULATORY EVALUATION (CONTINUED)**

Other types of analyses that we are required to do are the Regulatory Flexibility Analyses or RFA. The FMCSA is required to examine the effects of rules and regulations on small businesses and to lessen their adverse effects to the extent possible.

Another type of analysis we are required to do is a National Environmental Protection Act or NEPA analysis. Again, the FMCSA is required to examine the impact of rules and regulations on the quality of the environment. The Analysis Division prepares Environmental Impact Statements or EIS, examining the potential damage of proposed rules on the quality of soil, water, and air, the loss of habitat, or risks to endangered species. These EIS statements are reviewed by the EPA and the public to ensure compliance with NEPA.

Other activities that we do in the Analysis Division include conducting economic research and studies. We prepare various types of economic reports, surveys, analysis briefs, and technical briefs a variety of subjects. That's what we do here.

**William Banister:**

Thank you, Mindy. We also do other types of analysis in the Analysis Division. Here to talk about that is Richard Gruberg, the team lead for the Analytical Team.

**SLIDE 30: ANALYTICAL STUDIES****Richard Gruberg (Team Lead Analysis Division, FMCSA ART):**

I'd like to talk briefly about the kinds of Analytical Studies that we do here in the Analysis Division. As you can see here on the slide, we designed surveys and produced survey estimates. We design and conduct evaluations of existing programs and from time-to-time we perform special studies to support policy decisions. Let's talk about each of these activities.

In terms of surveys, our most well known survey is the Drug and Alcohol Survey. This effort supports the Enforcement Office. This survey measures the drug and alcohol usage rates in the industry. The design of the survey and the production of the survey estimates are all done in-house. Based on the results of the survey, the agency has the authority to raise or lower the required random testing rates for companies with CDL drivers, so this is a very important survey and it is critical that our survey estimates be statistically valid.

Moving to evaluating existing programs, the CSA 2010 program is currently testing in four states new ways to intervene with poor performing motor carriers. This is called the CSA 2010 Operational Model Test. The evaluation of this test is being conducted by the University of Michigan Transportation Research Institute and the Analysis Division is overseeing this particular evaluation. In each of these four states, motor carriers have been randomly split into test and control group carriers. Carriers with poor safety performance who are in the test group are receiving a new set of intervention protocols, whereas the poor performing carriers that are in the control group are subject to our standard compliance reviews. We're now tracking the safety

performance of these test group carriers who have received these new types of interventions to see whether these interventions are having an effect. We will be comparing the safety effect of these interventions with the impact of our current standard compliance review.

The New Entrant Study is another evaluation that we have recently performed. The New Entrant Program was actually initiated back in 2003. Beginning in that year, new carriers obtaining DOT numbers for the first time had to join the New Entrant Program, which means that they had to receive a safety audit within the first 18 months of their operation and also pass a written test, and also be subject to increased scrutiny at the roadside. In this particular study, what we did was evaluate the safety performance of carriers participating in the New Entrant Program and compare their performance to the safety performance of control group carriers who received their DOT numbers eighteen months prior to January 1, 2003. Because the control group carriers received their DOT numbers prior to 2003 that means that they weren't subject to the New Entrant Program requirement. Inspection out-of-service rates and crash rates were examined for both our control group and the group of carriers that were subject to the post-2003 new entrant requirements, and they were compared and evaluated. All of this analysis was performed in-house.

We also did a report to Congress I'd like to speak about just briefly, on Civil Penalty. This study was performed by the VOLPE Center under our guidance in the Analysis Division. In 1999, the penalty schedule changed for enforcement actions that we take against motor carriers for both record keeping violations and non-record keeping violations. In this particular analysis we looked at the dollar amount collected per enforcement case and the number of violations that we assessed per enforcement case, and we tracked this information over time to see whether we noticed any changes in these metrics after the penalty schedule took effect.

In terms of special studies, one study that we're working on right now is Agricultural Commodity Study. This study was initiated at the request of our State Programs Office. The State Program Office wanted information on out-of-service rates for agricultural commodity carriers to determine whether they should be granted additional waivers from some of our regulations. We coordinated with the roadside inspectors in the field and had them identify agricultural commodity carriers for us while they were doing roadside inspections, and had them also record whether or not the vehicle, if it happened to be an agricultural commodity carrier, was traveling within or beyond 100 air mile radius. Then all of this information was uploaded into our database here at headquarters and allowed us to produce out-of-service rate for this particular subset of the motor carrier industry. Bill.

### **SLIDE 31: CRASH STATISTICS**

#### **William Banister:**

Thank you, Richard. In addition, we have another team here that works on crash statistics—another set of data that we collect. That team is headed up by Ralph Craft.

One of the big studies Ralph was responsible for was the Large Truck Crash Causation Study in which we captured information on over 900 large truck fatal and injury crashes. For each of

those crashes we had inspectors and investigators who went out and collected hundreds of data elements on each of those crashes. Then we coded the critical event, the critical reasons, and the crash factors for each one of them in an attempt to determine the causation of each one of those crashes.

From all of that information that was collected we've published quite a bit of information. First and foremost was a report to Congress that we delivered in 2006. We also produced an Analysis Brief and made that available online on our A&I Website that we talked about earlier. We also made the information itself and the database from this study available in a downloadable version so those who want to can go in and actually access the data and do their own studies. In addition, we provided a case viewer that allows you to look at the pictures and the data on the individual cases to see more about what happened. We produced a variety of other things from that study.

We are now working with NHTSA on a follow-up constituted to look at a National Motor Vehicle Crash Causation Study beyond just the large trucks we looked at first.

### **SLIDE 32: CRASH STATISTICS (CONTINUED)**

We also have followed up by doing a Bus Crash Causation Study. This is a little different than the Large Truck Crash Causation Study because there just aren't that many bus crashes compared to the number of truck crashes. They also occur primarily in urban areas. In this instance, we focused on the state of New Jersey and over two years were able to capture detailed information on 39 fatal and injury crashes in that State. We used the same methodology as in the Large Truck Crash Causation Study, and we collected extensive data on each one of those. We're in the process of developing a report to Congress on this and we will make that information and the database available later this year once that is completed.

In addition, we published some compilations of information on crashes. We've just published our Annual Large Truck and Bus Crash Facts that has over 70 tables, lots of figures on truck and bus fatal injury and property damage-only crashes. A companion to that that we published is the Annual Large Truck Crash Overview. It's a brochure that's a summary of the data in the larger report.

We also do special studies on crash instances. We do that sometimes because we've been made aware of something or because we're asked to work on that. For example, one that we're working on now is Passenger Carriers Operating without Authority. It was brought to our attention that there might be a number of passenger carriers who were actually operating but did not have the proper authority. So we are working on an analysis of our MCMIS data which has the census of the carriers and then our licensing and insurance data to see if they are registered as having operating authority. We hope to have that study done shortly.

We were asked by the Enforcement Office to do a study for them on Fatal Crash Risks by Counties because they were hoping to be able to target counties throughout the country that had higher risk of crashes so they could focus some of their enforcement and maybe some of their funding to those areas.

The last one I'd like to mention is the Motor Carrier Crash Accountability Study. From the Large Truck Crash Causation Study we found that in crashes involving large trucks and other vehicles, that more than half of the time the critical reason and the critical event was coded to the other vehicle and not the truck, so we know that the trucks are not always accountable for some of these accidents that happen. To support the CSA 2010 project that Richard mentioned that we're doing a model test on, we're doing a study to see if we can code, based on police accident reports, the information to determine accountability for the crashes, so we can enter that into the CSA 2010 process. Because the crash information of motor carriers is part of the determination of their safety risk, we want to make sure that we hold them accountable for the ones they're accountable, but not for ones which they're not.

### **SLIDE 33: SPECIAL PROJECTS**

The last thing I'd like to talk about is in addition to the things we mentioned with these teams, we occasionally get special projects to do. One that's going on right now is the Pre-Employment Screening Project. This is something that we were directed in legislation to work on and its intent is to provide driver history to motor carriers before they make the hiring decision. The way we're proceeding with this is we are about to get a contract fairly soon for a contractor who will do the coordination between the carriers and the drivers. The contractor will get a request from a carrier to obtain information on a specific driver. The contractor will contact the driver and get their permission to release that information because it is private information. Then the contractor will get the information on that driver's history from FMSCA. That information is based on the driver information resource tool that we created a couple of years ago to support our field enforcement people so they would have information on driver history to use for their purposes. So the carrier will have information such as crash and inspection data from our systems on the driver and can use that in making a decision on whether or not to hire them.

And that's much, but not all of the things that go on in the Analysis Division.

### **SLIDE 34: CONTACT INFORMATION**

I would like to hand it back over to Kirse who will provide you some contact information and other information on how you can get further information and an opportunity to ask your questions.

### **SLIDE 35: SOURCES OF INFORMATION**

[39:18]

## **QUESTIONS AND ANSWERS**

Kirse Kelly: Thanks, Bill. We're now open for questions, so if you would like to ask a question, you can submit it in the **Q&A box** which is on the left side of your

screen, or to ask questions over the phone, just press \*1, and state your name to the recorded message. When your line is open, Sara, our phone operator will announce you by name, so please state your name clearly for a proper pronunciation. Questions will be answered in the order that they are received. As mentioned at the beginning of the call, you will be given the opportunity to download the presentation from our Website early next week and I will give you more information about that towards the end of our webinar.

**Brian Brooker:** *Will you offer formal training for the new A&I tool?*

William Banister: Scott will answer that.

Scott Valentine: We don't have any training currently planned for the tool. We're hoping that everything is going to be fairly user self intuitive. However, we probably will be doing some outreach later next year for our state partners and our internal users for when the CVSP training comes around this summer. It's also a subject for possible webinars in the future.

**John Matteson:** *It appears that the FMSCA is typical of huge government bureaucracies that specialize in inefficiencies and waste of taxpayer money. Please comment.*

William Banister: I would just like to say that FMSCA is a data-driven organization. The information that we collect and we turn around and share, not only internally but with our customers and stakeholders, is critical to improving the safety on our highways and the safety of large trucks and buses. I would point to the 3 million-plus user sessions of A&I data that occur annually. Much of that is carriers coming in to understand what their safety scores are, what's being captured, and trying to find ways to improve on that score because it means whether or not they get inspected and whether or not they get business. The data that we have drives most of the decisions, most all the decisions that we make. It drives our analysis for our regulations. We would like to note that because of this, our crash rates have been falling every year for the last four or five years. So we think that it's paying off in terms of safer highways.

**Leigh Merino :** *Can you talk a little bit more about the crash study coordination with NHTSA?*

William Banister: Unfortunately Ralph is off doing a presentation in Boston this week. He isn't here to answer that, but we'll be happy to make that information available. I hate to speak right now since he is the expert on that, about our work with NITSA.

Kirse Kelly: And you can send him an email at [Ralph.Craft@dot.gov](mailto:Ralph.Craft@dot.gov).

*Jessica Hancock: In what ways is FMSCA going to attempt to identify carriers trying to reinvent themselves? Will this be for intrastate as well as interstate carriers?*

Betsy Benkowski: Right now we're working on the interstate carriers. We're identifying a suspect list of carriers. They are those carriers that have previous violations, crashes, poor out-of-service scores, poor cost compliance reviews, and taking a look at carriers who are applying potentially under a new name or under a new organization. We're comparing information that they're submitting—that the carriers are submitting on new applications, to what's in our databases and looking for suspect carriers. At this time we're doing a process with our passenger carriers. Before a carrier can get authority to run a passenger carrier operation, it goes through a vetting process. If there is anything that looks a little suspicious, we make phone calls, we contact the carrier, and we try to clarify as much information to assure ourselves that they are not reinventing themselves. There are no plans right now to work with intrastate carriers, but we certainly will make the methodology available. We may consider incorporating intrastate carriers in the future.

Kirse Kelly: Sara, are there any questions on the phone line?

Sara: We are currently showing no question from the phones.

[45:12]

Kirse Kelly: Okay. It looks like we don't have any further questions, so we're going to go ahead and go to our evaluation. This concludes the presentation part, but before you sign off, please complete the evaluation that you see on the screen. We welcome your comments about this webinar and your suggestions for future webinars. Simply type comments in the space at the bottom of the pod and click on the return arrow. The comments submitted here can be viewed by all other participants in the meeting room. If you would like to remain anonymous, click on **Everyone** and then just choose **FMSCA host**. Although the presentation is not yet available for you to download, it will be available to download from our ART Website early next week. You can type your e-mail address in the box in the lower left side of your screen in order to receive a notification of when the slides are available online. Please go ahead and type your e-mail address only, no names or other additional text.

As a reminder, members of the trade or local media participating in today's webinar should contact the FMSCA Office of Communications at 202-366-9999 if you have any questions. Once again, that is 202-366-9999.

Our next webinar, which is an overview of FMSCA Research Division Programs and Studies, which will be given by Research Division Chief Dr. Martin Walker and members of the research team, will be held next Wednesday on April 1st at 11 a.m. Registration for that webinar will open

tomorrow. We will also be sending out announcements of this and other webinars. If you're not yet on our e-mail list, go ahead and contact me at Kirse.Kelly@dot.gov and request that your name be added to that list. This concludes the webinar. Once again, thank you for participating and thanks also to Sara, our phone operator.

Sara: That does conclude today's call. Thank you all for participating. You may disconnect at this time.

**[48:00]**