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OFFICE OF ANALYSIS, RESEARCH, AND TECHNOLOGY

FMCSA Improvements to the A&I Web site
Wednesday, July 14, 2010

Webinar Transcript

Presenters

- Scott Valentine, Mathematical Statistician, Analysis Division, FMCSA Office of Analysis, Research, and Technology (ART)

Description:
A&I Online is a Federal Motor Carrier Safety Administration (FMCSA) Internet Web site (http://ai.fmcsa.dot.gov/) that provides safety information ranging from evaluation of commercial motor vehicle operators to assessing individual motor carrier safety records—to analysis of FMCSA and State motor carrier safety programs. The site is increasingly being used by stakeholders throughout the motor carrier industry, including FMCSA and State safety enforcement personnel, motor carriers, shippers, the insurance industry, Federal and State safety managers, and the public. It is anticipated that more than 4 million visits will be made to the A&I Web site in 2010, underscoring the continued trend of substantial growth in the number of visitors. In this webinar, Scott Valentine of the ART Analysis Division will provide an update on the review and improvements that FMCSA is continuing to make to the A&I Web site to make it an even more effective tool that helps visitors efficiently use data and analysis from the Web site to progress more rapidly toward their shared safety goals.

PRESENTATION—FMCSA IMPROVEMENTS TO THE A&I WEB SITE

PRESENTATION TITLE SLIDE: FMCSA IMPROVEMENTS TO THE ANALYSIS & INFORMATION
                            ONLINE WEBSITE

Kirse Kelly (Web Conference Coordinator, FMCSA ART):

Thank you very much, Sandy (Operator), and thanks to all of you who are participating in our webinar about FMCSA Improvements to the A&I Web site. Today is Wednesday, July 14, 2010, and this webinar is part of the series put on by the FMCSA Office of Analysis, Research and Technology. . . .

Now I am going to go ahead and turn you over to Scott Valentine. I am going to our presentation layout and, once again, we will give you the opportunity to download the presentation for the first part of the talk. Scott, let me go ahead and turn it over to you. He is part of the Analysis Division here at FMCSA.

Scott Valentine (Mathematical Statistician, FMCSA ART):

Thank you, Kirse.

Today we are going to cover improvements to FMCSA's Analysis and Information Online or A&I Online Web site. We have a diverse audience today, so I am going to cover some topics for Analysis and demonstrate the new features as we go.

I will be doing this demonstration through screenshots, but unfortunately the font on the page is small, if you are familiar with A&I Online, and the webinar screen only makes this problem worse. Again, if you can download the presentation, it has a more crisp, readable format. Once I get to the screenshots, I will let you know how to move forward; for everyone else, please follow along with the webinar.

SLIDE 2: OVERVIEW

We will begin with what A&I is and cover a little of the journey of where we've come from. Then we will move on to the demonstration of new features with an emphasis towards some hot topics in the world of motor carrier safety. Then we will cover some of the future enhancements that will be released later this year, including how A&I will be supporting the Comprehensive Safety Analysis or CSA 2010. Then I'll do my best to answer any questions that you may have.

SLIDE 3: WHAT IS ANALYSIS AND INFORMATION (A&I) ONLINE?

A&I is an analytical toolbox of motor carrier safety data. Depending on where you are coming from, we have different tools to meet your needs. The majority of A&I is available to the public, but there are areas that are secured only for our enforcement users and motor carriers. Our

Federal and State enforcement users access A&I to monitor their commercial motor vehicle safety programs at the National, State and motor carrier levels. They can check the data quality of State-reported safety data and compare State-reported data to other sources.

The industry uses A&I to access the safety data related to their company. FMCSA invites carriers to be stewards of their information and to verify the accuracy of registrations, crashes, inspections and reviews that we use in order to prioritize our educational and enforcement activities. Carriers have access to the same information provided to our enforcement users in terms of finding patterns of safety deficiencies and areas for improvement.

The public, including shippers, brokers and insurance companies, can use A&I to make their own business decisions. By accessing A&I, the public can have safety-conscious conversations with the companies that they do business with. The public can also access A&I to hold Government accountable for our safety programs. The President's "Open Government" Initiative stated that government should be transparent, collaborative and participatory. We've been living proof of this for the last 10 years. The majority of the enhancements that we have made over the years have come directly from the motor carrier community and the public.

SLIDE 4: SAFESTAT ONLINE

I briefly wanted to cover some of the major program areas for A&I. SafeStat is what drives most traffic to A&I. In a sentence, it is a system that FMCSA uses in order to prioritize motor carriers for compliance reviews and roadside inspections. In the spirit of transparency we post the results to carriers and to the public. SafeStat is made up of four Safety Evaluation Areas or SEAs: Crash, Driver, Vehicle and Safety Management. The scores are a "rank percentile", meaning that they range from 0 to 100, with low meaning "performing well" and high meaning that the carrier is having more problems compared to similar carriers. Federal and State Enforcement users and Motor Carriers can also login to the system to access additional information, such as a driver's name that was involved in a crash or inspection.

SLIDE 5: CRASH STATISTICS

The primary mission of FMCSA is to reduce crashes, injuries and fatalities involving large trucks and buses. We have a section devoted to the analysis of large truck and bus crash data at the National, State and even County levels. We have analysis briefs and the data viewer application for the Large Truck Crash Causation Study, and we have an extensive mapping application that brings crash, inspection and traffic enforcement data together. We will be covering this more later.

SLIDE 6: DATA QUALITY

Data are very important at FMCSA. It drives our regulations, it drives our enforcement programs, and it drives the enforcement activities conducted throughout the country. Because of our reliance on data, it is imperative that we ensure that our data meets high data quality standards. There is a section on A&I that communicates the degree of accuracy, completeness

and timeliness of State-reported crash and inspection data to the public, but also contains tools for our State partners to assist in maintaining and improving upon these standards, such as the Matching tool for FARS and MCMIS fatal crash data.

SLIDE 7: SAFETY PROGRAMS

Initially entitled "Program Measures," this section focuses on three of the Agency's key enforcement programs: compliance reviews, roadside inspections and traffic enforcement. We will be covering this more in detail in just a moment. There is also an area that talks about program effectiveness in terms of how our safety programs fulfill our mission of reducing crashes and saving lives.

SLIDE 8: CARRIER STATISTICS

There is a new section to A&I within the past year relating to statistics on segments of the motor carrier industry. We began with information related to Passenger Carriers due to increased requests for information related to bus safety. There is information related to how many new companies are requesting operating authority, and performance in roadside inspections, compliance reviews, and safety audits.

SLIDE 9: NAFTA SAFETY STATS

Last, the NAFTA Safety Stats section has information on truck and bus border crossings into and out of the United States and allows users to break out safety performance data based on if the carrier is domiciled in Mexico, Canada or the United States.

[04:26]

SLIDE 10: A&I GROWTH

A&I began as an intranet Web site, available only to then-Office of Motor Carrier staff in November 1998. A year later it was released to the public with just a shell of SafeStat Online and a series of "Crash Profiles" of large truck crashes by State. From this graph, you can see that since then we have grown to 4 million user sessions last year—and that is user sessions of at least 5 minutes, not just simply page-hits. It is the user community that has helped the Web site grow, both in function as well as scope—and for that, I thank you.

SLIDE 11: A&I REDESIGN

After ten years of development on a variety of analytical tools, we thought that the time had come to make the user's experience across the Web site more consistent. So a year ago we began to modify the Web site to give it the same look and feel across the modules. We have taken advantage of new technologies in order to provide users the opportunity to tailor reports to their

needs through the use of filters. This new technology also allows us to update the majority of the Web site on a monthly basis, and allows us to implement changes to the Web site faster.

We have also been working with our Information Technology's modernization efforts, known as COMPASS, to allow Enforcement users and motor carriers to access A&I through the FMCSA Portal. This is done to reduce the number of passwords that our users need to remember and to coordinate development across our systems. Lastly, we have been working to integrate GIS, or Geographic Information System, use throughout the Web site.

[08:26]

SLIDE 12: A&I ONLINE HOME PAGE

For those following the webinar, I will be using a green arrow to show areas of a page. For those of you who have downloaded the presentation, I will be describing the areas of the page that I am discussing. We are beginning on slide 12 of the presentation.

This is a screenshot of the front page for A&I. The top banner will be consistent across the Web site. The top of the banner contains links to the main FMCSA and DOT [Department of Transportation] Web sites, along with links to *What's New*, *Contact Us*, a *Site Guide*, *About the Data*, and *Feedback*. Enforcement users and motor carriers can also login to the Web site by the link in the upper-right-hand corner. Below the American flag is a red bar that will also help users navigate across different areas of the Web site: *Home* (or this front A&I page), *SafeStat*, *FMCSA Tools*, *Crash Statistics*, *Data Quality*, *Safety Programs* and *NAFTA Stats*.

On the left-hand side we have a "Feature of the Month" and an area that displays several of the updates from "What's New."

On the right-hand side we have a link for users to *eSubscribe*—users can receive email messages when we have an update of the Web site, at least once a month. There are also links for safety initiatives such as *Protect Your Move* and *Be Ready, Be Buckled*, as well as information about *CSA 2010*.

The center of the screen contains the major modules, which are the large red links, and sub-modules, the smaller blue links. We will begin by clicking on the *Safety Programs* link, either in the red bar at the top, or at the top of the second column.

SLIDE 13: SAFETY PROGRAMS MODULE PAGE

This is a screenshot of first page of our Safety Programs area. You'll notice that the top banner remains the same, with the *Safety Programs* highlighted in white to show that is where we are, but we now have a blue navigation bar that has been added to the left-hand side. The Safety Programs module has three areas: *Reviews*, *Roadside Inspections* and *Traffic Enforcement*. If you click on the *Plus* (+) sign here on the left, you will be able to view the reports that are

available in each of these areas. You can also click on any of those titles to view a similar front page describing those sections.

The center of the page contains the main content. There is a description of FMCSA's overall enforcement programs, a map of the United States with an arrow pointing towards a table to the right containing general statistics for the most current Fiscal year, which is 2009. You will notice that there is an icon of the United States highlighted in yellow located above and to the right of the map. This means that we are looking at statistics for the whole United States. The top of the table also shows that this is the National level information.

On the map, you can select a State to view these general statistics for that State. Let's select **Texas**.

SLIDE 14: SAFETY PROGRAMS MODULE PAGE FOR THE STATE OF TEXAS

Now you can see that Texas is highlighted in yellow, and that the numbers in the table have changed. Also, the title at the top of the table has changed to reflect this. This is done to "tell you what we're telling you," so that if you copy or download the information, you have all of the information that you need. Below the table are notes to describe the information and information on the data source: where the data come from and how current the information is.

On the left-hand side, we will select the **Reviews** link—not the plus, but the word "Reviews."

SLIDE 15: "REVIEWS" SECTION PAGE

This is the front page for the Reviews area. On the left, you can see that a number of reports are available that describe what reviews were done, when they were performed, summary information about the carriers, what triggered the review, planned actions as a result of the review and information related to violations found during the review.

The description at the top of the screen has changed to focus on the various compliance review activities. The map still works the same, but the table on the right now contains summary information about the types of reviews. You will notice that we also have information regarding CSA 2010-related interventions, such as "CSA Offsite", "(CSA) Onsite Focused, and "(CSA) Onsite Comprehensive" reviews. The numbers are small now, as we are currently in the operational model test, but if you select one of the four States that are in the operational model test, such as Colorado, Georgia, New Jersey or Missouri, you can see how many reviews these 50% States conducted. I have already selected New Jersey by clicking on the **NJ** bubble to the right of the map.

Let's get some more information on these reviews, by clicking on **By Type** on the left under **Reviews**.

SLIDE 16: "REVIEWS BY TYPE" REPORT

This is a screenshot of the Reviews by Type, and is typical of most reports available through the new interface. Before we talk about the data, let's talk about the new functions. In the upper-right-hand corner, but below the banner, you will see three icons. The leftmost allows users to download the table below as a PDF, which is handy for including in presentations or taking on the go as is. The middle button will allow you to download the table as an Excel spreadsheet, which is great if you need to manipulate or perform your own calculations involving the data. The third button allows you view a description of the report.

We will click on the *Report Description* button.

SLIDE 17: REPORT DOCUMENTATION SHOWING OPTIONS FOR FILTERING AND DESCRIPTIONS OF EACH REVIEW TYPE

This brings up a pop-up with information related to the table. You will not see this if your web-browser has pop-ups disabled, so you do need to make sure that they are enabled. Here we will describe what the report is, how you can filter the report, and what the content means. So, if you are not sure what a Cargo Tank Facility Review or a CSA Offsite review is, we have that information for you. Again, we want to "tell you what we are telling you," in order to prevent miscommunication or misinterpretation of the data. We can close the pop-up by selecting *X* in the upper-right corner to get back to A&I.

SLIDE 18: FILTER OPTIONS FOR "DOMICILE"

Below those icons are your options for filtering the report. Some of the filters work by a pull-down, for example if you click the *down-arrow* next to "Domiciles", you can view the options for filtering for reviews of U.S., Mexican or Canadian motor carriers.

SLIDE 19: FILTER OPTIONS FOR "CARRIER TYPE"

You have a similar pull-down for "Carrier Type", where you can get reviews on hazardous materials, passenger carriers, motor coach companies or household goods movers. Note that both of these pull-downs also had an "All" category at the top in case you wanted to get back to viewing all activities.

SLIDE 20: FILTER OPTIONS FOR "DISPLAY AS"

There are also "radio buttons", such as those next to "Report Focus" or "Time Period". This means that you can only select one of those options, and we will cover these shortly.

There are also options to display the information as just a data table, with a 2- or 3-dimensional bar chart or with a trend line. I have the "Table with Trend Line" selected. You then hit *Submit* to view the changes you have made with your filters and display options.

[16:33]

SLIDE 21: REVIEW TYPE TABLE FOR NEW JERSEY

Let's go back to looking at New Jersey. I have selected New Jersey from the drop down, which moves the radio button from "National" to "State". The graphs in the middle of the page show the percent of reviews conducted by New Jersey by the review type. You can see the increase in CSA-related interventions and the decrease in the percent of total reviews that are traditional compliance reviews.

The table provides information for Fiscal Years 2006 through 2010, and the clipped portion below states that the data are as of the end of June 2010 or Quarter 3. This table also lists the reviews that are conducted by FMCSA Federal staff located in New Jersey, reviews conducted by our State partners in New Jersey, and a total for each year. Lastly, also note that the title of the table has dynamically changed. This way, if you only take the table away from this page, you still have the information for what you searched for and what the table is presenting. The charts are JPG images which can then be placed in another document, such as . . .

SLIDE 22: NEW JERSEY REVIEWS

This is a slide that can be built from the information from the previous page. I've included two graphs, and the bulleted information containing the statistics from the previous table.

SLIDE 23: REVIEWS BY PLANNED ACTION FOR NEW JERSEY

After seeing the increase in reviews, you might want to know what actions were taken next. Going back to A&I, the fifth report under Reviews on the left is "Planned Action", and is highlighted. As you navigate from one report to the next, you filter options remain the same, so I don't have to filter again for "New Jersey".

From the table, you can see an increase in CSA-related actions, such as "Cooperative Safety Plan" and "Notice of Violations", and based on projections there may be an increase this year in enforcement cases, also known as civil penalties.

Now we are going to step away from CSA for a couple minutes and switch gears to inspections. A frequent question that we get asked regarding SafeStat is "What is a typical out-of-service rate?" Being the Government and abbreviating everything, we abbreviate out-of-service as OOS. If you were to click on the **Plus** (+) beside Roadside Inspections on the left-hand navigation and select the second report which is "OOS Rates", or "out-of-service rates", we will get our answer.

SLIDE 24: ROADSIDE INSPECTION OUT-OF-SERVICE RATES FROM ROADSIDE INSPECTIONS CONDUCTED IN FY 2009

This is a screenshot of the Roadside Inspection, or Out-of-Service Rates, report. Here I have changed the filter options to look at out-of-service rates on a National Level, but just for Fiscal Year 2009, and also only for Trucks.

Overall, in 2009, out-of-service rates across the Nation were 5.8% for drivers, 22.1% for vehicles and 4.6% for hazardous materials. Thus overall, carriers with out-of-service rates higher than these can expect their SafeStat Safety Evaluation Area scores to be above 50%.

Now, what if you wanted to look at out-of-service rates for Mexican Trucks?

SLIDE 25: ROADSIDE INSPECTION OUT-OF-SERVICE RATES FROM ROADSIDE INSPECTIONS CONDUCTED IN FY 2009; "MEXICO" SELECTED UNDER THE DOMICILE FILTER AND "ALL TRUCKS" SELECTED FOR THE VEHICLE TYPE

For this screenshot I have selected "Mexico" from the Domicile box, and clicked **Submit**. Note that the table's title has changed—again, we want to "tell you what we are telling you". I will let you make any comparative comments from the previous page.

But what if you wanted to see how these numbers vary from State-to-State? We would select the "All States" radio button under "Report Focus", and then click **Select**. **[Editor's Note. The "All States" radio button is to the right of "Report Focus"; we would then click *Submit*.]**

SLIDE 26: ROADSIDE INSPECTION OUT-OF-SERVICE RATES FROM ROADSIDE INSPECTIONS OF MEXICAN-DOMICILED TRUCKS; "ALL STATES" SELECTED

What you see now is the top of a very long table, with every State and the District of Columbia being listed. Looking at information within the table, there are a lot of zeroes and low values. Since the majority of traffic is isolated to the southern border, let's create a table to those States. There is a new option in the filter box on the right for "Create Peer Group". Let's select that.

SLIDE 27: SELECTING A PEER GROUP

A pop-up will appear—the image on the upper left—with a list of States that can be selected. To select a State you click on the State, and then click on the right arrow to move it over. We have also grouped States for convenience and for the geographically-challenged. So if you cannot remember Arizona, California, New Mexico and Texas—or you don't want to accidentally miss a State—you can select the "Southern Border States", click the right arrow to move the group over.

If you have made a mistake, you can select the State or group of States in the "Selected States" column on the right, and click the left arrow to remove the State. The double arrows at the top and bottom allow you to move everything over from one direction or the other. You can also

hold down the Control key in order to select multiple States at once before clicking on the right arrow. Once you have selected the States or groups of States that you want click *Select* and view your new table.

SLIDE 28: ROADSIDE INSPECTION OUT-OF-SERVICE RATES FROM ROADSIDE INSPECTIONS OF MEXICAN-DOMICILED TRUCKS; INSPECTIONS LISTED FOR ONLY THE SOUTHERN BORDER STATES: ARIZONA, CALIFORNIA, NEW MEXICO AND TEXAS

Our table is now un-cluttered, with only the States that we wanted to see. Our last example using the Safety Programs module will look at driver violations for a segment of the industry.

On the left-hand side, select *Driver Violation*, which is in the middle of the "Roadside Inspection" report list—about the eighth one down.

SLIDE 29: DRIVER VIOLATION TABLE

For this report, I have selected "All Domiciles" and the "National" report, but I have also selected "Motor Coach" from the "Vehicle Type" pull-down, and we are still looking at FY 2009 data.

The table below has information on the violation code from the Federal Motor Carrier Safety Regulations, along with a description of the violation. Then there are statistics of the number of inspections with this violation, the number of violations—as you know, a driver or vehicle may be cited for the same violation multiple times in a single inspection—the percentage of total violations, the number of out-of-service violations and, finally, the percent of violations that were out-of-service. You can also see below the table's title and above the column headers that there are multiple pages for information. You can move through pages by the left and right arrows, the *Previous* or *Next* page links or through the page pull-down in the middle to go directly to the page that you want.

If you were curious as to which driver violations were cited most often for motor coach drivers, you can see that it is the 395.8 Log Violation (general/form and manner) violation. None of the top three violations (Log Violations, Record of Duty Status Not Current, or Speeding) are cited often as out-of-service.

So, what if you want to know the most common violation that places motor coach drivers out-of-service? Here you can sort the table by clicking on any of these column headers where the text is blue. The previous tables that we looked at had black text for the column headers meaning that you could not sort on those. There is a downward arrow under the column that is currently sorted—*Number of Violations*. If we click once on *# of OOS Violations*, the table will be sorted by that column.

SLIDE 30: DRIVER VIOLATION TABLE; TITLES ARE HYPERLINKED

In this screenshot the table has been sorted by the number of out-of-service Violations. Now 391.11(B)(2), or Non-English Speaking Driver, comes to the top as the most commonly cited out-of-service violation for motor coach drivers last fiscal year. The table naturally sorts in descending order. If you want to see the table sorted by ascending order, simply click on the column header again.

There is also additional information at the bottom of the table that gives the number of driver inspections, driver violations and driver out-of-service violations for motor coach drivers in FY 2009. This allows you to create your own percentages without having to refer to totals from other reports listed above.

Now we are going to move over to some of the new GIS capabilities in A&I. To get to the Crash Statistics Mapping Tool we can select *Crash Statistics* in the red bar in the banner.

[26:04]

SLIDE 31: FRONT PAGE OF THE CRASH STATISTICS MAPPING TOOL

This is the front screen for the Crash Statistics Mapping Tool. The left-hand side again gives different options for the maps, which we will cover in a moment. It also gives a legend for the map. The center area of the screen contains the map displayed with the options currently selected. For example, this is a map of the United States showing large trucks involved in crashes for calendar year 2009.

To the left of the map's title are some navigation options for the map. The magnifying glass with the *Plus* (+) allows you to zoom in on a location or allow you to crop the map and zoom into that area. The magnifying glass with the *Minus* sign (−) allows you to zoom out. The *Hand* icon allows you to slide the map, for example, in order to get a map of two neighboring States. Below the map is the ability to get Help, to download the current map as a JPG image, and to download the data table behind the map. Below these options is a data table so that you can see the numbers as well as the map.

Now let's look at the map options.

SLIDE 32: MAP OPTIONS

On the left we have the "Map Option" interface.

The first pull-down gives you options for 20 pieces or combinations of data, and I have listed these on the right. There are maps for crashes, roadside inspections, out-of-service rates, traffic enforcements and combinations therein. We have State-reported crash data from the Motor Carrier Management Information System, or MCMIS. We also have fatal crash data from the

Fatality Analysis Reporting System, or FARS, which is available from the National Highway Traffic Safety Administration.

Our next option, returning to the left, is what information you would like to see. There are National maps and maps centered around individual States. We can select calendar year or fiscal year and the date ranges are from 2006–2010 for MCMIS-related data, although FARS data is available for 2004–2008 due to lag in reporting and releasing information. Crashes can also be selected for Trucks, Buses, or Trucks and Buses together.

Lastly, we have overlays. You can add State/County names, major roads, major cities and add pin-points for the location of fatal crashes.

Let's take a look at a couple of examples.

SLIDE 33: MAP RESULTS

This is the picture you get when you download our original map on the front of large trucks involved in crashes by State for (calendar year) 2009. The yellow color coding means fewer crashes, such as Alaska, Nevada, and the Dakotas, while red signifies higher counts of crashes, such as Texas, California, and Illinois.

SLIDE 34: MAP RESULTS – TABLES

Next we have a screenshot of the data table that is available. Again, like previous tables, this can be downloaded into Excel for greater portability and further analysis.

SLIDE 35: INSPECTIONS AND CRASHES

This is a map of New York, of large trucks and buses involved in crashes along with the number of roadside inspections at a county level. Here we also have an overlay of major roads—interstates and major US and State routes.

The yellow shading signifies fewer crashes while red shading signifies more crashes. You can see spikes in crashes along where major cities are, such as New York, Albany, and Buffalo, and darker orange colors near some of the major truck routes, like Interstate 90. Blue circles represent roadside inspection activity, so the larger the circle, the more inspections that took place there. You can see spikes in inspections near major cities and in the counties that have major border crossings with Canada.

SLIDE 36: VEHICLE INSPECTIONS AND OUT-OF-SERVICE RATES

This is a map of Colorado, showing vehicle roadside inspection activity and vehicle out-of-service rates for (calendar year) 2009 with an overlay of major roads. There isn't a cold front moving into Colorado; this time we use blue shading to denote counties that have more

inspection activity, and yellow circles to denote vehicle out-of-service rates. Again, the larger the circle, the larger the out-of-service rates.

SLIDE 37: TRAFFIC ENFORCEMENT, OUT-OF-SERVICE RATES AND CRASHES

Lastly, we have a map of Missouri showing traffic enforcement activity and driver out-of-service rates for (calendar year) 2007. We have overlays for major roads and the location of fatal crashes. The data is must currently available for 2007; we don't have anything more recent quite yet. Again, darker blue represents more traffic enforcement, larger circles show higher out-of-service rates, and black dots show the location of fatal crashes. Recently, we used similar maps and other States to find areas of high crash concentration the low levels of enforcement with suggestions for States on where they can possibly tailor additional resources.

SLIDE 38: MCSAP DASHBOARD

Now, I would like to move to one of the newer areas that we have released within the last year, and that is the MCSAP Dashboard. MCSAP stands for the Motor Carrier Safety Assistance Program. MCSAP is FMCSA's largest grant program and makes up about 40 percent of the Agency's annual budget. MCSAP funds State enforcement efforts, many of which we have talked about today, such as roadside inspections, traffic enforcement, compliance reviews, new entrant safety audits and ensuring high quality data. States apply for grants every year by submitting their annual Commercial Vehicle Safety Plans. This MCSAP Dashboard was designed to assist States in developing their Safety Plans and to help them monitor the performance of their safety programs. All of this information is publically available, so the public can also follow what their States are doing to promote motor carrier and highway safety.

SLIDE 39: UPCOMING CHANGES

By the end of the year, we will launch an updated version of the Crash Statistics and NAFTA Statistics modules of A&I. The updated modules have the same functionality that we saw in the Safety Programs—with a left navigation of reports, options to print and download information, and the ability to filter your reports. The crash statistics will also be gaining a new mapping tool with greater customization available for our users. We have already released some of this capability for reports for our Enforcement users through the FMCSA Tools section, but we will be expanding this functionality in the Safety Programs area for everyone. We will also be releasing a new section related to Hazardous Materials Carriers. This section will be similar to the Passenger Carrier section, but with additional reports regarding the Hazardous Materials Safety programs, and other unique elements associated with hazardous material programs.

In December we will be replacing SafeStat Online with CSA 2010's new Carrier Safety Measurement System, currently being called SMS-Online. This information will be available to the public, but like SafeStat today there will be the opportunity for the enforcement and motor carrier community to log into the system for additional, protected information.

Lastly, we will be adding additional content related to CSA in terms of interventions and the results of those interventions.

SLIDE 40: CSA 2010 DATA REVIEW

While I do not have a sneak peek of the new SMS-Online, of which we are currently in development, we are taking the lessons learned from hosting SafeStat Online publically for the last 10 years. We are working very hard to streamline the design, so that the information is easier to understand—but we are also providing more transparency and analytical tools so that motor carriers and the public can understand how scores are derived. This is a tricky balancing act, but I think you will like the finished product.

For carriers and the enforcement community, you may have seen the CSA 2010 Data Review. This allows carriers to see how their information is going to look in the new system, but without all of the bells and whistles of the full SMS-Online. The Data Review began in April and every month we have seen more carriers logging into the system to see their data. You can get to the CSA 2010 informational Web site through the link above, and then click on one of the "Data Review" link to access the system.

This is a screenshot of the login page. Motor Carriers can login through their US DOT Number and their company PIN—that is the same one you use to update your registration information or to view protected information on SafeStat Online. Enforcement users have their own user name and password system. Both groups can also access the Data Review through the FMCSA Portal, and there is information on the notice section on how to access the portal.

SLIDE 41: CSA 2010 DATA REVIEW – BASICS

This is a fictional carrier that we have created just for this presentation. Carrier information is at the top of the screen with options for updating the carrier registration information, obtaining a violation summary and resources involving CSA 2010.

The left-hand side of the screen lists the seven Behavior Analysis and Safety Improvement Categories, or BASICs, along with the number of violations listed in each BASIC. The right-hand side has information on the carrier's most recent registration. If the vehicle miles traveled, or VMT, or the registration form has not been updated recently—as in the most recent 2 years—then it will appear red and be flagged for the carrier to update. SafeStat Online has a similar flag. Again, we want carriers to update their information, or at least to signal that there has been no change in their current information. In the bottom right, there is a summary of the number of inspections and crashes.

Clicking on a BASIC will provide additional information for that BASIC. Let's click on the *Fatigued Driving* BASIC.

SLIDE 42: CSA 2010 DATA REVIEW – DETAILS

The top of the screen still shows the company information and header from the previous page. Below that is a navigation to allow the user to move from BASIC to BASIC without returning to the front page.

Next, there is a description of the BASIC, along with the parts of the Motor Carrier Safety Regulations that are covered by the BASIC. There is also the ability to download this BASIC's information in Excel or XML format. XML is becoming the new standard for downloading and moving data, not just in the government, but throughout everywhere. You will need an XML reader to access this file or a custom-built application in order to manipulate and analyze information. I have talked with a number of companies that have preferred this method as they get greater detail on the information. There are also a number of third-party groups, such as safety consultants and analysts that can read the file and also perform a value-added service. We also have the Excel version and links to an Excel reader if you do not have access to Excel, for others to do their own analysis without the XML.

Below that is a section that summarizes the violations. The column headers can be sorted, and you have the option of how many violations that you want to see per page on the screen. There is also a navigation that allows you to switch pages of the summarized information.

To the right of this are links to DataQs for users to submit requests for review, along with additional information on how SMS works and steps the carrier can take to improve their data.

Lastly, we have an inspection history as it relates to this BASIC. We can view all inspections that contribute to this BASIC, or just view the inspections with violations. The latter has been chosen here. Again, you can sort on the column headers, decide how many inspections that you want to see on a page, and navigate through pages of inspections. All of this works seamlessly and very fast.

Overall, the feedback we have received from the design is that it is "clear, clean and crisp", and it is the foundation that we are building SMS-Online upon. The most recent timeline I have seen is that enforcement staff and carriers will begin to see BASIC scores beginning in mid-August, through this data review Web site, with the data review Web site going down and the SMS-Online being released to the public in December.

We will be hosting another webinar just for SMS-online close to the launch—shortly before or after.

SLIDE 43: CONTACT INFORMATION

At this point in time I will be happy to take any questions that you have submitted.

Here is my contact information; however, please feel free to submit any questions or comments through the Feedback links on A&I or contact myself or another team member through the Contact Us at the top of the A&I navigation.

[40:27] (End Time for Presentation)

QUESTIONS AND ANSWERS

Web Conference Host:

Thank you very much, Scott—that was very informative. We are now open for questions. . . .

Our first question is a statement:

I need to check that all my carriers are safe. Will I be able to download CSA 2010 data after the monthly update, once it becomes available to the public?

Scott Valentine:

The answer to that is, "Yes." Currently, you are able to do that through SafeStat online. We have the data download feature that is available through SafeStat online. We are looking at expanding that in the upcoming months—that is one of the areas that I forgot to cover earlier. We are looking at trying to provide more information to the public, without the need of going through a FOIA request or going through other contractors to purchase copies of the information. That is certainly something that we are intending to do.

Web Conference Host:

Next, I'm not sure if you mentioned this Scott, but the question is:

Do we have an exact date of when the SMS scores will be made available to the public?

Scott Valentine:

The most recent date that I have seen has been December 5.

Web Conference Host:

What will the public site actually show that is different than the current SafeStat site?

Scott Valentine:

Like I said, we are looking at trying to simplify and make the site more complex, all at the same time. So, while the initial couple of screens will be simplified in terms of—unlike SafeStat today, where we are showing information on compliance reviews and crashes, and roadside inspections, and everything all at once, because the BASICs are constructed differently, we are only going to be showing information that relates to that BASIC at one point in time. So on that side, it is going to be simpler. As far as what more you are going to get, we are going to try and take the magic away that you have from SafeStat online. Currently, carriers can take their safety data, go through the algorithms, go through the calculations, and develop what's called their measure—and then magic happens, and then there is a percentile. We are going to be taking the magic away and show carriers what their exposure groups look like in terms of what the distribution of

BASIC scores are going to be. Also, we are going to be providing detailed information on all violations, rather than just the out-of-service violations that we currently show through SafetStat online.

Web Conference Host/Operator:

Web Conference Host:

Next, why is there such a difference in data from the SafeStat versus the CSA 2010 score?

Scott Valentine:

This difference is going to come from two factors. The first is that SafeStat online looks at 30 months of information, whereas the new CSA system is only going to look at 24 months of information. The second part is that SafeStat only examines out-of-service violations, whereas the new BASICs formulas will look at all violations and then apply a waiting factor as far as the associated risk of that violation, in terms of the crash. Those two things coming together will create different scores for carriers. If a carrier has a problem in a particular area that was not previously an out-of-service violation, it might have looked good in SafeStat but might not look good in the new system.

Web Conference Host:

Will the reports have timestamps on them when you download them?

Scott Valentine:

They don't currently have a timestamp. What they do have is a stamp at the bottom that tells you what the most current snapshot of data is. If you are used to SafeStat online, and a lot of our other reports are showing that this data is taken as of this date and then posted online as of a following date.

Web Conference Host:

There is another question about the Web site and if it is active now or in December. Is part of it active now, or for certain people—?

Scott Valentine:

A&I is completely available now. A lot of the questions that we anticipated getting is in relation to the safety measurement system, the replacement to SafeStat online. That will not actually happen until December. But everything else that we talked about are things that are currently available now.

Web Conference Host:

Where on the new SMS Online page will the peer comparisons or thresholds be indicated?

Scott Valentine:

I believe that will be on the front page. Like I said, we are still on the development side. It is definetly something that we will be able to do as far as the design and layout, we won't have more on that until later. I don't want to get into anything to firm too early because we are trying to go for simplified up front, but allow for complex user interaction later on.

Web Conference Host:

Will we still be able to view data on other carriers, or just our own one carrier?

Scott Valentine:

Just like with SafeStat Online currently, you will be able to view information on all companies. If you log in with your DOT number and your PIN number to get access to the protected information, then you are only accessing that for your own carrier. But you will still be able to view the competition, so to speak, just like with SafeStat Online.

Web Conference Host:

When will the CSI site go away?

Scott Valentine:

That depends on which side of the fence you're sitting on. As far as carriers are concerned, I believe that the CSI site will be going away in December, but I need to verify that with the CSA 2010 team. Maybe we can get back to you with the notes. **[Editor's Note. The CSI site will be online at least throughout FY 2011.]**

Web Conference Host:

Will the public have information about specific drivers' records or just carrier records?

Scott Valentine:

Just the carriers. Specific driver records are considered personally identifiable information and that is protected by Federal law. So, while we can provide that information to our enforcement users and also to the carriers themselves for their own information, but we cannot provide it for the public. There are other systems for carriers to get prospective employment information for prospective drivers, for example, the Pre-employment Screening Program, which we had a webinar on last month. **[Editor's Note: For more information, go to www.psp.fmcsa.dot.gov.]**

Web Conference Host:

Are there any questions on the phone yet?

Operator:

Yes . . .

Participant:

You might have addressed this. I was wondering on the SafeStat and SMS, will they overlap, or when SMS goes live, will SafeStat disappear the same day?

Scott Valentine:

Thank you. No, when SMS goes online, SafeStat Online will be taken off-line.

Web Conference Host:

Next, there is another question about how often the data on the CSA 2010 data reviews details page is updated.

Scott Valentine:

That information is updated monthly, just like the rest of A&I. In fact, all of that information is using the same data snapshots, so that as you go across A&I, you should see similar information. And once SMS Online is run in December for everybody, we will continue the same production cycle—usually about the third week of the month, we take the data snapshot. It takes us about seven to ten days to do the calculations and clean-up and quality control for the public, and then we try to get it out as close to the first of the month as possible.

Web Conference Host:

Another question about timestamps. Is there going to be a stamp from the time the inspection actually took place?

Scott Valentine:

One of the things I did not point out from the data review site is that it is available there, as well as on SafeStat online, currently. When you are looking at an individual inspection record, there is a link to a "mini-inspection report," so that you can get an idea of some of the other things—there is too much information to contain on a single page. That is partially where the extra functionality of the XML extracts come in. We are able to provide much more information than what we can do through an Excel spreadsheet.

Web Conference Host:

Can shippers get individual carrier information? If they can, what information does the shipper need in order to get the information?

Scott Valentine:

Shippers, once SMS Online comes on, will get similar information to what they get for SafeStat Online currently. They will be able to see BASIC scores; they we be able to see individual inspections, individual crashes . . . It will be a lot of the same information that they are currently able to get. In order to access that information, we will have searches available for a carrier's DOT number, MC motor carrier numbers, therefore called MC numbers, or searching for company's name, in case you do not have those other numbers.

Web Conference Host:

Will ISS-D score still be used to determine if a roadside inspection is supposed to be performed?

Scott Valentine:

There is an effort to modify the ISS algorithms in order to take into account the new BASICs.

Web Conference Host:

Are you going to have a printer-friendly button for those reports?

Scott Valentine:

That is what the ***Download PDF*** button is, and we will definitely have a version of that for the SMS Online, as well.

Web Conference Host:

When is further information going to be available in regards to how intervention will be applied based on CSA scores?

Scott Valentine:

A lot of that is dependent on future rulemaking actions that will come out if not later this year, early next year. I would have to take a look at the timeline. A lot of that information is currently available through the CSA 2010 informational Web site.

Web Conference Host:

Just a quick question in terms of the mini reports. Will you be able to download the times for the inspections without going to that report?

Scott Valentine:

If that is something that is requested, that is something that we can make happen. If you have any requests for what you would like to see in SMS Online, we have been getting a lot of requests over the years. Please feel free to visit A&I Online and through our feedback state what it is you are looking for. There is also a feedback mechanism through the CSA 2010 page. That information is also coming to us, as well.

Web Conference Host:

And in case you do not recall, we are putting up a box that has that A&I Web site so you can click on that link and go to the A&I Web site.

Another question is, "Will the SMS link be different than the SafeStat link for the public site?"

Scott Valentine:

Yes. Because the current link does have SafeStat in the title, I think that people will need to create new bookmarks for their companies. Some of the navigation is also going to be changing as far as extra reports that are available and searches. We are in the middle of redeveloping that whole portion of the Web site, so new links will have to be created. **[Editor's Note: We will automatically forward old links to SMS Online, so you will not see a broken link or other URL error messages.]**

Web Conference Host:

There also were some questions about the SAFER site and if anything will happen or if it will go away when SafeStat goes away.

Scott Valentine:

Nothing is happening with SAFER. SAFER is and will continue to be your best source for the most current information on your companies in terms of when you last had a registration update. That information is updated daily, as opposed to SafeStat, which is currently monthly. We are still discussing whether or not the registration form for SMS Online will be updated daily or monthly, so keep the feedback coming in.

Web Conference Host:

What is being done to ensure consistent information is provided from State to State regarding violations and action taken on DataQ rebuttals?

Scott Valentine:

CSA 2010 has a subcommittee that is focusing purely on those issues. I don't want to steal their thunder. There is a lot that is going on. There are changes that will be made to the roadside inspection software that State and Federal law enforcement use to do inspections. That is going to help standardize some of the violation information that is coming into SMS Online. And there is other activity that is going on there. I think that information is currently available through the CSA 2010 information site.

Web Conference Host:

Just a question about CSA 2010. When does it go live nationwide for carriers or for drivers?

Scott Valentine:

This gets back to December 5 as far as when SMS will be rolled out to the public. Prioritization lists will begin to be done around that time for interventions. As far as some of the other aspects, they do require rulemaking. Until the rulemakings go out, some of the other components of CSA 2010 will not go live until that happens.

Web Conference Host:

Regarding downloading inspection data, COMPASS allows you to download either a "list" of data, or full "detailed" data. Will this have that download "detailed" option?

Scott Valentine:

My understanding is yes. But I want to get back to you. The Portal is currently available for enforcement and for carriers. Carriers can view their own information and enforcement can use it to access other company information. Carriers also have the ability to create a company safety profile for free through the Portal. It's usually a feather in their cap and less money you have to spend. As far as the data that we are going to provide, we want to make sure that we provide the information that you need in order to do your job. If you are the public or you are a carrier, whatever is most convenient, that is what we want to be able to provide for you.

[1:04:13] (End Time for Q&A Period)

Web Conference Host:

This will conclude our webinar . . .

[1:04:17] (End Time for Webinar)