



# FMCSA Compliance, Safety, Accountability Program

ISSUE TYPE                      Regulatory (Federal)  
AGENCY

Act, bill includes CSA Program revisions

June 27, 2017 ±Final CSA Study published by NAS

July 17, 2018 ±FMCSA issues plan to implement NAS recommendations, begins testing IRT model

### Statement of the Issue

The Compliance, Safety, Accountability (CSA) program (FMCSA) compliance model, developed to increase commercial motor vehicle safety. It has three elements: (1) the Safety Measurement System (SMS), which uses previously-collected data to identify high-risk carriers; (2) intervention tools, which allow FMCSA to contact carriers prior to a violation; and (3) a Safety Fitness Determination rulemaking that allows FMCSA to use on-road safety data and investigation results to identify motor carriers unfit to operate.

program and data is sometimes incomplete and improperly analyzed.

In June 2015, an independent report found CSA needs to better align with the safety risks that cause crashes.

### Policy Position ±Adopted by the Board (11/14/10)

IANA should monitor implementation of the CSA program and its impact on intermodal operations, as well scores, and go back to the FMCSA if misuse of scoring occurs. In addition, IANA should review the official American Trucking Associations (ATA) policy regarding

needs implementation improvements and, among other things, recommended FMCSA develop an item response theory (IRT) model to replace the SMS. It determined removing any BASICs would be premature and suggested an IRT model would more naturally identify which should be kept. In July 2018, FMCSA published an implementation plan for the NAS recommendations and announced plans to complete IRT model testing by mid-2019.

Infrastructure Committee leadership, the U.S. evaluated the CSA program and in March 2014 determined FMCSA has not fully implemented the

