

FMCSA Analysis Division project updates 2011

1. MX Long-haul Trucking Pilot: Two Federal Register notices have been published. The Analysis Division developed the sampling and analysis plan and will be conducting the safety comparison of MX trucks operating under the Pilot and U.S. truck based on inspections results. We will look at driver and vehicle OOS rates and specific violation rates such as traffic enforcement, driver fitness, hours of service, brakes, etc.
2. Non-fatal Crash Completeness: As part of the State Safety Data Quality program, we are implementing a performance measure on the completeness of non-fatal crashes submitted to FMCSA by the States. It uses a model that UMTRI developed based on data from 16 States and takes into account a rural/urban factor to estimate non-fatal crash totals from the number of fatal crashes reported.
3. DataQs User Guide and Manual: We plan on updating the Guide this year.
4. Crash Accountability: We are developing a process for analyzing police accident reports to assess accountability. We've developed a coding manual based primarily on the process used in the Large Truck Crash Causation Study. When rolled out it will initially use the DataQs process for requesting reviews of crashes for accountability.
5. CMV Driver Survey: We have OMB permission to conduct a pilot for an annual survey of driver work and compensation information. It will be a combination of a mail out, and in person interviews at DMVs, rest areas, and inspection stations.
6. Delay and Environmental Cost of Crashes: This was presented at the FMCSA Analysis, Research and Technology Forum at TRB. It utilizes the TSIS-CORSIM and MOVES models to simulate and analyze what happens to traffic after a crash occurs, and provides estimates of lost productivity, emissions and wasted fuel due to congestion.
7. Minimum Levels of Financial Responsibility: The current minimum liability insurance levels for-hire carriers of passengers and freight are required to maintain were set in the 1980's. We are conducting a study to determine whether those levels are adequate today or if they need to be adjusted.
8. CSA Effectiveness Model: Similar to the Compliance Review Effectiveness Model (CREM), we are developing a model to estimate the safety effectiveness of CSA interventions based on a before/after analysis of crash rates.
9. Passenger Carrier Driver Risk Characteristics: The University of Maryland has conducted an analysis of the impact of driver characteristics such as age, body mass index, gender, work history, and past driver violations, vehicle violations, and crashes on future crash likelihood. It is undergoing internal review.
10. Owner-Operator Safety Performance: The UMD is analyzing the safety performance of owner-operators that lease their services to other carriers compared to the safety performance of other types of drivers and vehicles.
11. Pre-employment Screening Program (PSP) Safety Effectiveness: We are initiating a before and after safety performance comparison of carriers that have made use of the PSP versus those who have not.