The Federal Motor Carriers Safety Administration (FMCSA) Compliance Safety Accountability (CSA) safety rating was a item addressed in the newly Six Year Transportation Funding Plan that was just passed by the Senate. The item addresses the scoring system (that many feel is based on skewed numbers), the accessibility of these numbers to the public, and how the access to these numbers can affect use or non-use of carriers with CSA numbers for specific BASIC categories.

Bill tables release of CSA trucker-safety scores for nearly two years pending analysis of program; Senate also approves three-month extension of current law.

The Senate passed legislation today reauthorizing federal highway and mass-transit programs for the next six years at a cost of about $255 billion. The bill, approved by a 65-34 margin, creates a national freight program and multi-modal policy, with $15 billion to fund the initiatives. The legislation also requires that motor carrier safety scores developed under the Department of Transportation's Compliance, Safety, and Accountability (CSA) program be withdrawn from public view for nearly two years. The Transportation Research Board, a leading academic research group, would have 18 months from the bill's enactment to conduct a study of the CSA program, and the Secretary of Transportation would have up to four additional months to implement the research board's recommendations. Trucking interests said the scores should be withdrawn because they are built on faulty methodology and incomplete data. Safety advocates have argued that hiding carrier safety scores from the public enables unsafe carriers to conceal operational problems and puts the traveling public at risk.