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Get Road Smart.

The Safety Measurement System (SMS) Methodology Enhancements and SMS Preview

Fall 2016

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

Today's Presenters

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FMCSA Office of Enforcement and Compliance

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Today's Presentation

1. Review Compliance, Safety, Accountability (CSA) Safety Measurement System (SMS) and its improvement process
2. Outline primary objectives for the proposed SMS Methodology enhancements
3. Provide an overview of the proposed SMS Methodology enhancements
4. Outline the timeline for the SMS Preview
5. Frequently Asked Questions (FAQs)

CSA's Safety Measurement System (SMS)

- Provides motor carriers and other safety stakeholders with more comprehensive, informative, and regularly updated safety performance data
  - Quantifies the on-road safety performance and considers prior investigation findings of motor carriers to prioritize enforcement resources
  - Helps determine the safety problems a motor carrier is exhibiting
  - Monitors motor carrier's safety problems for improvement or interventions

SMS Improvement Process

- SMS is continually improved based on:
  - Availability of new data and additional analyses
  - Feedback from enforcement and other stakeholders, including industry

SMS Improvement Process, Cont.

- The Federal Motor Carrier Safety Administration (FMCSA) applies a systematic approach to implementing improvements
  - Includes announcing the proposed changes in a Federal Register Notice and providing a preview and comment period
- FMCSA prioritizes and packages changes as needed
  - Includes public preview period prior to implementation of major changes

Why an SMS Preview?

- Gives stakeholders an opportunity to view and comment on the proposed enhancements, verify data, and educate all stakeholders BEFORE the enhancements are implemented and become publicly available

- Enables FMCSA to make final refinements to the package of enhancements BEFORE public release

SMS Methodology Enhancement Objectives

1. Make the SMS more effective at prioritizing carriers that pose the greatest safety risk for interventions

2. Improve FMCSA's focus on carriers with high crash rates and serious safety problems

3. Focus FMCSA's investigative resources on carriers with more crash involvement

SMS Methodology Enhancement Objectives

<u>Objective</u>: Make the SMS more effective at prioritizing carriers that pose the greatest safety risk for interventions

Enhancements that meet this objective:

- Expanding the range over which the Utilization Factor (UF) is applied
- Simplifying the data sufficiency standards to only assign Behavior Analysis and Safety Improvement Categories (BASIC) percentiles to companies that have had an inspection with a violation in the last year
- Segmenting the Hazardous Materials (HM) Compliance BASIC by cargo tank and non-cargo tank operations

SMS Methodology Enhancement Objectives

<u>Objective</u>: Improve FMCSA's focus on carriers with high crash rates and serious safety problems

Enhancements that meet this objective:

- Adjusting the Intervention Thresholds for the Vehicle Maintenance, Controlled Substances/Alcohol, Driver Fitness and HM Compliance BASICs
- Moving operating while out-of-service (OOS) violations to the Unsafe Driving BASIC

SMS Methodology Enhancement Objectives

Objective: Improve FMCSA's focus on carriers with high crash rates and serious safety problems

Current and Proposed Intervention Thresholds

BASIC	Passenger Carrier	HM Carrier	General Carrier	Passenger Carrier	HM Carrier	General Carrier
Vehicle Maintenance	65%	75%	80%	60%	70%	75%
Controlled Substances/ Alcohol Driver Fitness HM Compliance	65%	75%	80%	75%	85%	90%

SMS Methodology Enhancement Objectives

<u>Objective</u>: Focus FMCSA's investigative resources on carriers with more crash involvement

Enhancements that meet this objective:

- Increasing the number of crashes required to assign a percentile in the Crash Indicator BASIC from two to three

SMS Preview Website

How to Access the SMS Preview Website

- Motor carriers and the public can access the SMS Preview Website by:
  - Clicking on the link on the CSA Homepage or
  - Visiting the SMS Preview Homepage https://csa.fmcsa.dot.gov/SMSPreview
- Carriers can also log in on the SMS Preview Homepage or via the CSA Outreach link in the Portal using their U.S. DOT Number and PIN
- Enforcement users can access the preview through the Portal or via the CSA Website Homepage

SMS Preview Website Features

SMS PREVIEW Safety Measurement System

CSA | SMS | SMS PREVIEW | HELP CENTER | Select an Example Carrier

Welcome to the SMS Enhancements Public Preview!

At FMCSA, we know that strong, reliable data means smarter safety decisions—and ultimately safer roads for everyone.

This is why we recently proposed enhancements to the SMS that put our latest analysis and your input to work to more effectively prioritize and intervene with carriers that post the greatest safety risk.

Motor Carrier
Log in to Preview Your Changes

Enforcement
Log in to Preview the Changes

Welcome to the SMS Enhancements Public Preview!

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Log in to Preview Your Changes

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> Watch this presentation for a primer on the proposed changes and the preview
> Visit the Help Center to get your questions answered
> Submit your comments on the Federal Register Notice

Sharpening Our Focus on Carriers with Recent Violations	> See in Action > Learn More
A More Accurate Picture of Carrier Exposure on Our Roads	> See in Action > Learn More
A More Effective HM Compliance BASIC	> See in Action > Learn More
More Effectively Identifying Driver Safety Problems Related to OOS	> See in Action > Learn More

Get Started

FMCSA proposes an enhancement to the Hazardous Materials (HM) Compliance Behavior Analysis and Safety Improvement Category (BASIC) to make it more effective at identifying carriers with HM compliance problems for interventions. This enhancement includes:

- Segmenting the HM Compliance BASIC by cargo tank and non-cargo tank operations
- Adjusting this BASIC's Intervention Threshold

M Compliance BASIC.

1 Tour this Change

See the proposed enhancement to the HM Compliance BASIC in action. This tour uses an example carrier to walk you through the proposed change to the HM Compliance BASIC and show you how that change may impact SMS results. You can Tour this Change, return to the SMS Preview Homepage to tour another change, or explore each change on your own by hovering over the blue and red flags.

> Start Tour of this Change > Return to the Preview Homepage

Wondering Why Parts of this Page Are Gray?

For your convenience, we grayed out information that will not be impacted by these proposed changes.

A More E

2 Need Help?

Get your questions about the proposed SMS enhancements and the preview answered in the Help Center. Once there, you can learn more about the proposed changes by reading the Foundational Document or the Federal Register Notice. You can also check out FAQs and other preview resources.

If you have additional questions, call our CSA InfoLine team at 1-877-254-5365, or fill out this form.

3 Submit Comments

Comment on this proposed change through the Federal Register Notice.

Proposed Enhancement to the HM Compliance BASIC

FMCSA proposes an enhancement to the Hazardous Materials (HM) Compliance Behavior Analysis and Safety Improvement Category (BASIC) to make it more effective at identifying carriers with HM compliance problems for interventions. This enhancement includes:

Segmenting this BASIC by Cargo Tank and Non-Cargo Tank Operations

Cargo tank and non-cargo tank operations often result in different violations. Segmenting these carriers will enable the SMS to account for these differences when assigning percentiles in this BASIC.

Adjusting this BASIC's Intervention Threshold

We will adjust the Intervention Threshold for this BASIC from 80% to 90% to reflect its lower correlation to crash risk.

To learn more about how this proposed change will make this BASIC more effective, review the Foundational Document. You can also Tour this Change to see this proposed enhancement in action.

A More Ef

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SMS PREVIEW Safety Measurement System

CSA SMS SMS PREVIEW HELP CENTER Select an Example Carrier

Help Center

Get your questions about the proposed SMS enhancements and the preview answered here. You can find preview resources or check out FAQs. Don't know where to start on the preview site? Click on Get Started to find out how to tour each proposed change and learn how to submit comments after your tour.

GET STARTED | RESOURCES | FAQS

Learn what you need to know about the proposed SMS enhancements. Select a resource below that you can download, print, and share.

Proposed SMS Enhancements Key Terms Glossary

Proposed SMS Enhancements Presentation Materials

Proposed SMS Enhancements Factsheet

Proposed SMS Enhancements Foundational Document

Proposed Enhancements

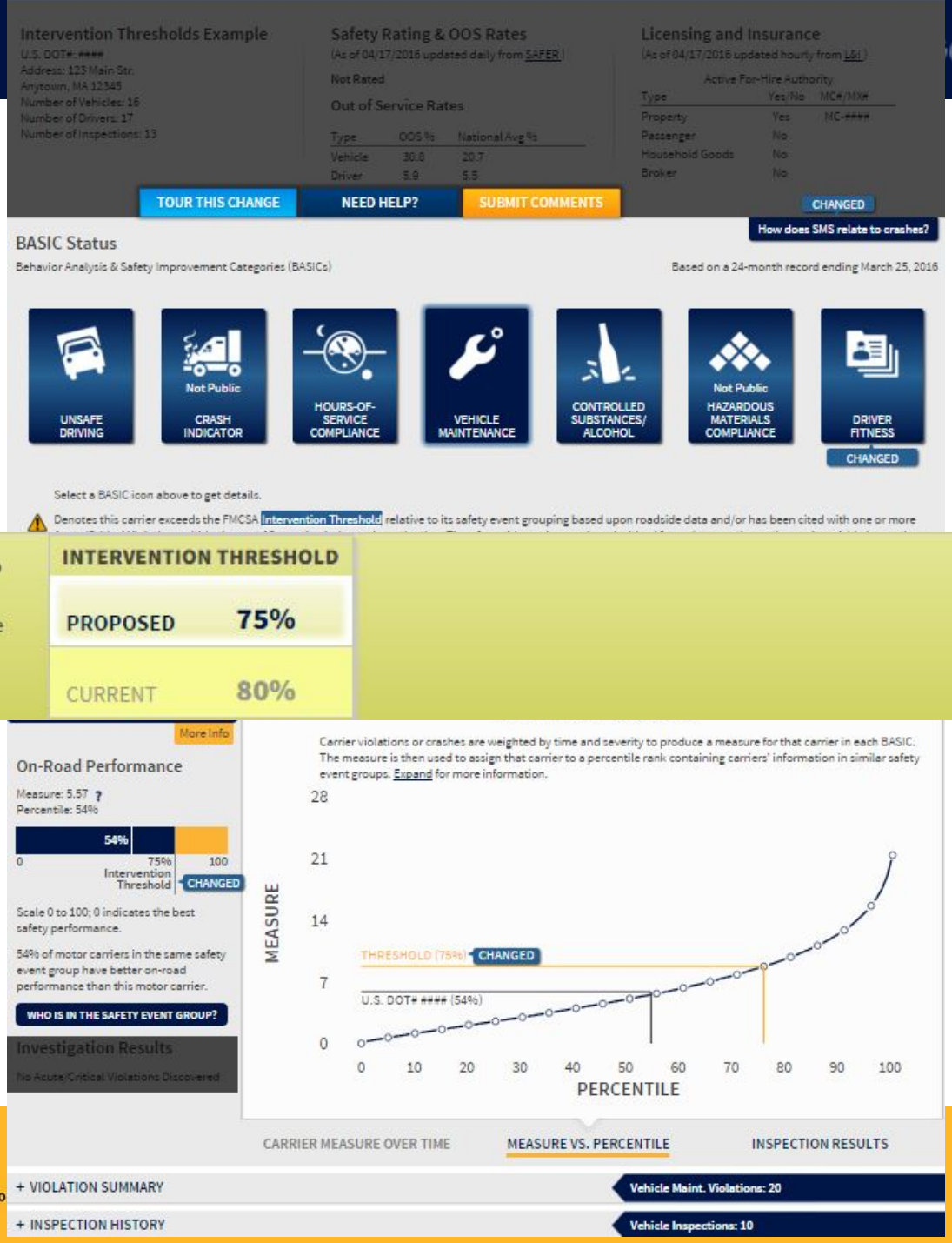
Improving FMCSA's Focus on Carriers with High Crash Rates by Adjusting Intervention Thresholds

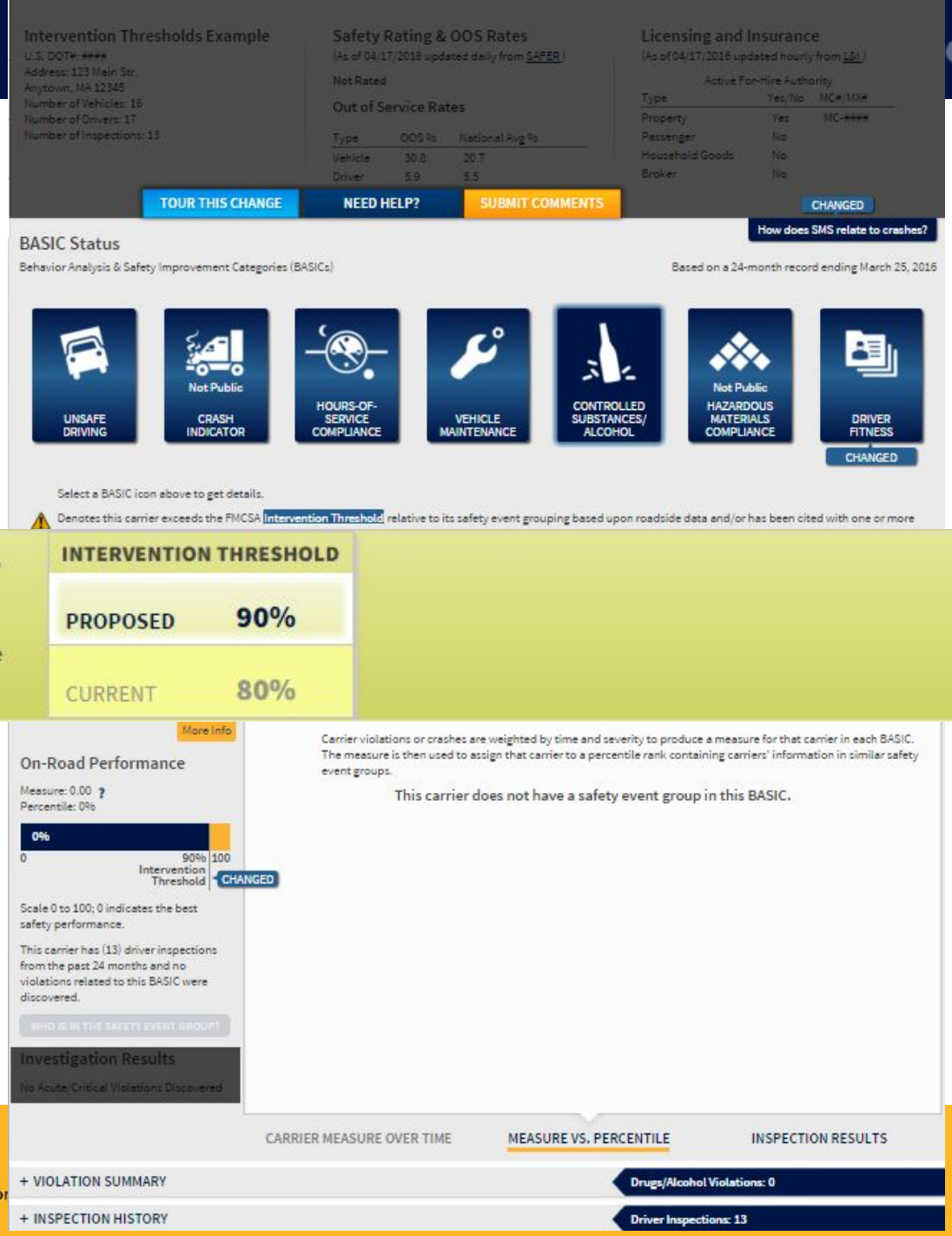
Proposed Enhancement

Overview of Proposed Changes to Vehicle Maintenance BASIC

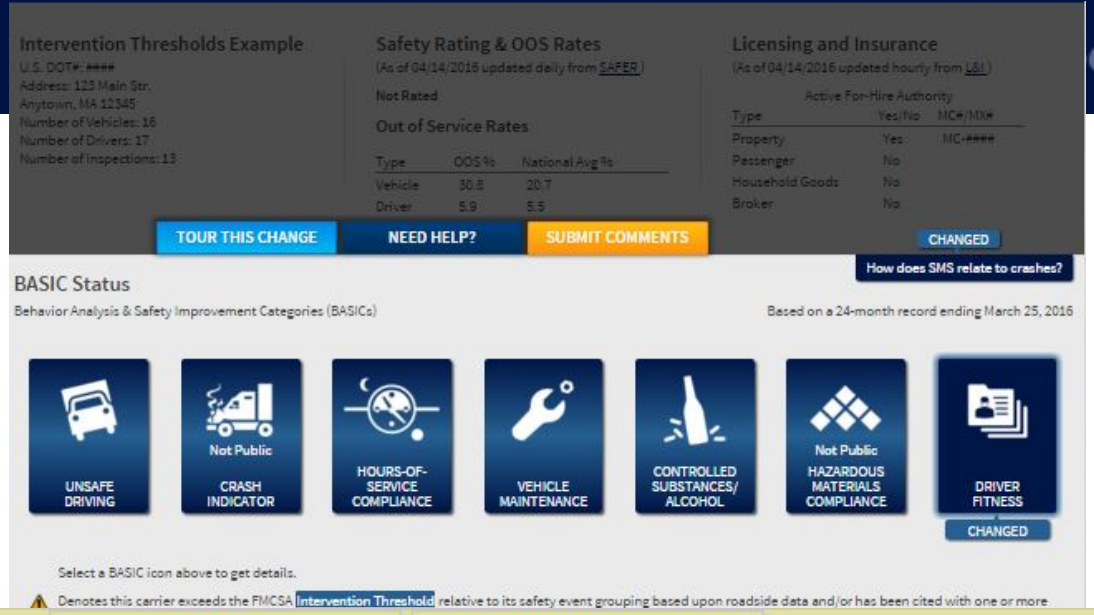
(Current and proposed SMS results are based on March 25, 2016 snapshot)

INTERVENTION THRESHOLD	
PROPOSED	75%
CURRENT	80%





Overview of Proposed Changes to Controlled Substances/Alcohol BASIC
(Current and proposed SMS results are based on March 25, 2016 snapshot)



Overview of Proposed Changes to Driver Fitness BASIC
(Current and proposed SMS results are based on March 25, 2016 snapshot)

	PERCENTILE	INTERVENTION THRESHOLD
PROPOSED	84%	90%
CURRENT	84%	80%

Focusing FMCSA's Investigative Resources on Carriers with More Crash Involvement

Proposed Enhancement

Crash Data Sufficiency Example
U.S. DOT#: ****
Address: 123 Main Str.
Anytown, MA 12345
Number of Vehicles: 4
Number of Drivers: 4
Number of Inspections: 2

Safety Rating & OOS Rates
(As of 04/17/2016 updated daily from SAFER)
Not Rated

Out of Service Rates

Type	OOS %	National Avg %
Vehicle	50.0	20.7
Driver	7.7	5.5

Licensing and Insurance
(As of 04/17/2016 updated hourly from L&I)
Active For-Hire Authority

Type	Yes/No	MC#/MX#
Property	Yes	MC-****
Passenger	No	
Household Goods	No	
Broker	No	

TOUR THIS CHANGE | NEED HELP? | SUBMIT COMMENTS | CHANGED

How does SMS relate to crashes?

BASIC Status

Based on a 24-month record ending March 25, 2016

BASIC: Crash Indicator

More Info

VEHICLE MAINTENANCE | CONTROLLED SUBSTANCES/ ALCOHOL | Not Public HAZARDOUS MATERIALS COMPLIANCE | DRIVER FITNESS

On-Road Performance

Measure: 2.23 ?
Percentile: Less than 3 crashes CHANGED

roadside data and/or has been cited with one or more
therefore, this carrier may be prioritized for an intervention action and roadside inspection.

0 — 65% Intervention Threshold — 100

Scale 0 to 100; 0 indicates the best safety performance.

This carrier has (2) crashes. A carrier must have at least three crashes to be assessed in this BASIC.

It is only available to enforcement users or carriers that are logged into their own safety
proposed enhancement may impact these stakeholders.

SAFETY EVENT GROUP	
PROPOSED	COMBINATION SEGMENT NONE
CURRENT	COMBINATION SEGMENT 2-3 CRASHES

CRASH RESULTS

isplays the number of crashes that the carrier has received for a selected period of time. Expand on.

Note: The Crash Indicator BASIC is not currently available to the public. It is only available to enforcement users or carriers that are logged into their own safety profiles. The SMS Preview uses an example carrier to show you how this proposed enhancement may impact these stakeholders.

Overview of Proposed Changes to Crash Indicator BASIC
(Current and proposed SMS results are based on March 25, 2016 snapshot)

	PERCENTILE	SAFETY EVENT GROUP
PROPOSED	LESS THAN 3 CRASHES	COMBINATION SEGMENT NONE
CURRENT	⚠ 89%	COMBINATION SEGMENT 2-3 CRASHES

2016

CRASH RESULTS

+ CRASH ACTIVITY DETAIL (VEHICLES INVOLVED IN CRASHES)

Number of Crashes: 2

Sharpening Our Focus on Carriers with Recent Violations

Proposed Enhancement

Data Sufficiency Standards Example
U.S. DOT#: ####
Address: 123 Main Str.
Anytown, MA 12345
Number of Vehicles: 2
Number of Drivers: 2
Number of Inspections: 6

Safety Rating & OOS Rates
(As of 04/14/2016 updated daily from SAFER)
Not Rated

Out of Service Rates

Type	OOS %	National Avg %
Vehicle	25.0	20.7
Driver	0.0	5.5

Licensing and Insurance
(As of 04/14/2016 updated hourly from LSI)
Active For-Hire Authority

Type	Yes/No	MC#/MX#
Property	Yes	MC-####
Passenger	No	
Household Goods	No	
Broker	No	

TOUR THIS CHANGE | NEED HELP? | SUBMIT COMMENTS | CHANGED

How does SMS relate to crashes?

BASIC Status
Behavior Analysis & Safety Improvement Categories (BASICs)

Based on a 24-month record ending March 25, 2016

BASIC: Vehicle Maintenance

More Info

VEHICLE MAINTENANCE CHANGED | CONTROLLED SUBSTANCES/ ALCOHOL | Not Public HAZARDOUS MATERIALS COMPLIANCE | DRIVER FITNESS

On-Road Performance

Measure: 8.60 ?
Percentile: No violations in the past year

roadside data and/or has been cited with one or more
tized for an intervention action and roadside inspection.

INTERVENTION THRESHOLD	
PROPOSED	75%
CURRENT	80%

0 — 75% Intervention Threshold — 100 CHANGED

Scale 0 to 100; 0 indicates the best safety performance.

This carrier did not have any Vehicle Maintenance BASIC violations in the last year.

WHO IS IN THE SAFETY EVENT GROUP?

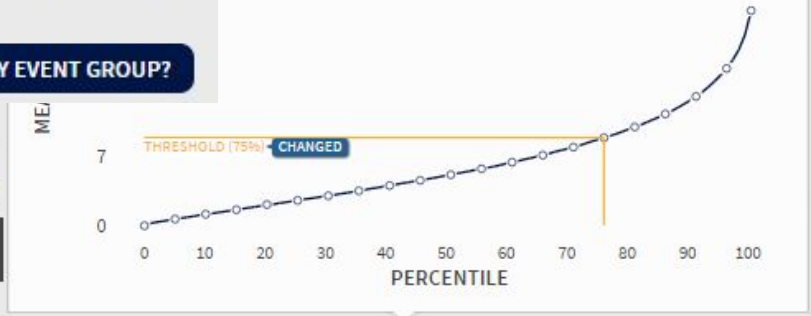
MEASURE VS. PERCENTILE

crashes are weighted by time and severity to produce a measure for that carrier in each BASIC.
used to assign that carrier to a percentile rank containing carriers' information in similar safety
d for more information.

This carrier did not have any Vehicle Maintenance BASIC violations in the last year.

WHO IS IN THE SAFETY EVENT GROUP?

Investigation Results
No Acute/Critical Violations Discovered



CARRIER MEASURE OVER TIME | MEASURE VS. PERCENTILE | INSPECTION RESULTS

+ VIOLATION SUMMARY — Vehicle Maint. Violations: 10

+ INSPECTION HISTORY — Vehicle Inspections: 5

A More Accurate Picture of Carrier Exposure

Proposed Enhancement

Utilization Factor Example
U.S. DOT#: ####
Address: 123 Main Str.
Anytown, MA 12345
Number of Vehicles: 88
Number of Drivers: 140
Number of Inspections: 199

Safety Rating & OOS Rates
(As of 04/14/2016 updated daily from SAFER)
Not Rated

Out of Service Rates

Type	OOS %	National Avg %
Vehicle	8.6	20.7
Driver	1.5	5.5

Licensing and Insurance
(As of 04/14/2016 updated hourly from L&I)
Active For-Hire Authority

Type	Yes/No	MC#/MX#
Property	Yes	MC-####
Passenger	No	
Household Goods	No	
Broker	No	

TOUR THIS CHANGE | NEED HELP? | SUBMIT COMMENTS | CHANGED

How does SMS relate to crashes?

BASIC Status
Behavior Analysis & Safety Improvement Categories (BASICs)
Based on a 24-month record ending March 25, 2016

BASIC: Unsafe Driving

More Info

HICLE TENANCE | CONTROLLED SUBSTANCES/ ALCOHOL | Not Public HAZARDOUS MATERIALS COMPLIANCE | DRIVER FITNESS

On-Road Performance

Measure: 2.07 ? CHANGED
Percentile: 33% CHANGED

oadside data and/or has been cited with one or more
ed for an intervention action and roadside inspection.

	MEASURE		PERCENTILE
OSED	2.07	PROPOSED	33%
NT	3.32	CURRENT	62%

33% | 0 | 65% Intervention Threshold | 100

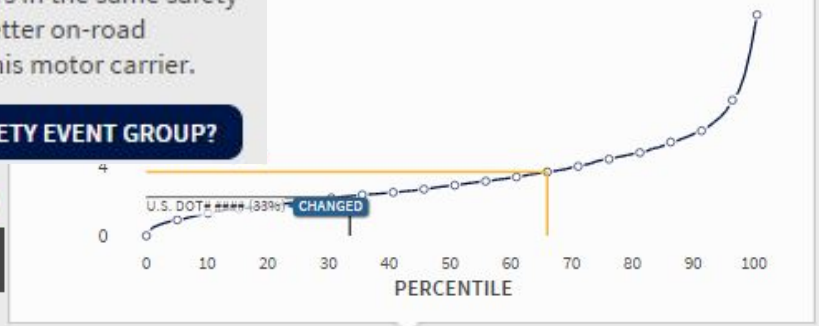
Scale 0 to 100; 0 indicates the best safety performance.

33% of motor carriers in the same safety event group have better on-road performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

MEASURE VS. PERCENTILE

are weighted by time and severity to produce a measure for that carrier in each BASIC.
assign that carrier to a percentile rank containing carriers' information in similar safety
re information.



performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

Investigation Results
No Acute/Critical Violations Discovered

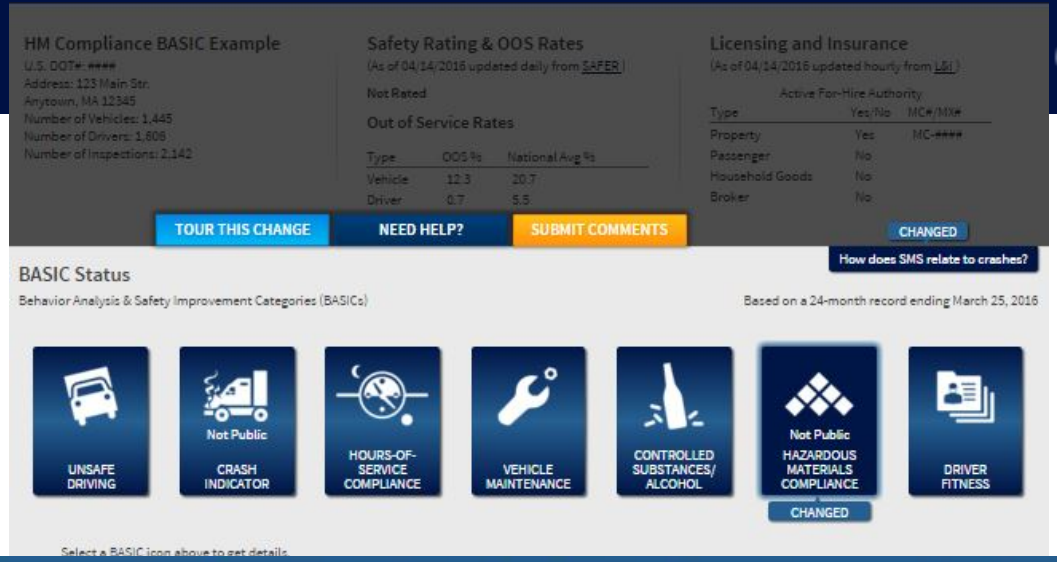
CARRIER MEASURE OVER TIME | MEASURE VS. PERCENTILE | INSPECTION RESULTS

+ VIOLATION SUMMARY — Unsafe Driving Violations: 25

+ INSPECTION HISTORY — Driver Inspections with Unsafe Driving Violations: 25

A More Effective HM Compliance BASIC

Proposed Enhancement

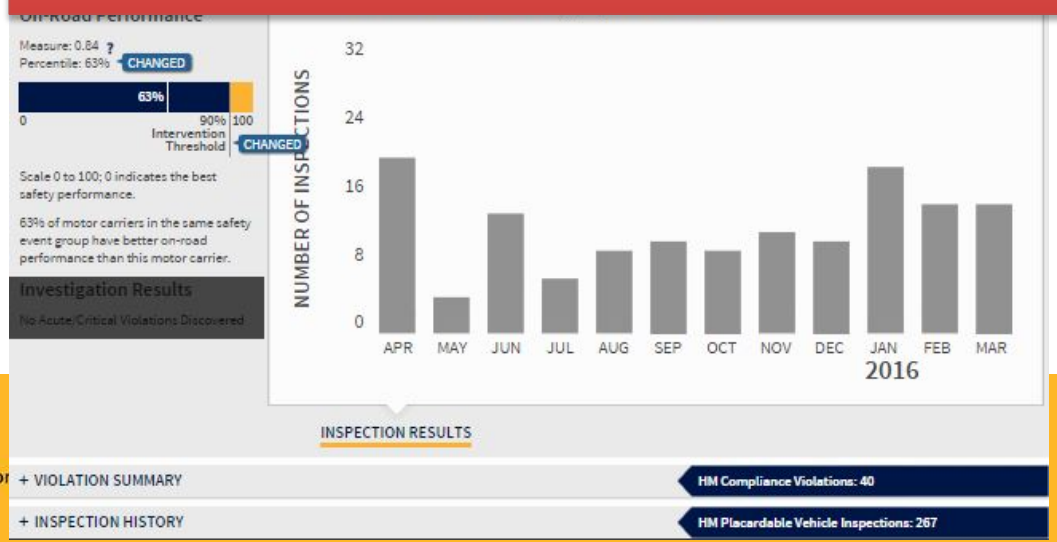


Note: The HM Compliance BASIC is not currently available to the public. It is only available to enforcement users or carriers that are logged into their own safety profiles. The SMS Preview uses an example carrier to show you how this proposed enhancement may impact these stakeholders.

Overview of Proposed Changes to Hazardous Materials Compliance BASIC

(Current and proposed SMS results are based on March 25, 2016 snapshot)

	CARRIER SEGMENT	PERCENTILE	INTERVENTION THRESHOLD
PROPOSED	NON-CARGO TANK	PROPOSED 63%	PROPOSED 90%
CURRENT	NO SEGMENT	CURRENT ⚠ 81%	CURRENT 80%



More Effectively Identifying Driver Safety Problems Related to OOS

Proposed Enhancement

Operating While OOS Example
U.S. DOT#: ####
Address: 123 Main Str.
Anytown, MA 12345
Number of Vehicles: 5
Number of Drivers: 5
Number of Inspections: 55

Safety Rating & OOS Rates
(As of 04/17/2016 updated daily from SAFER)
Not Rated

Out of Service Rates

Type	OOS %	National Avg %
Vehicle	20.0	20.7
Driver	9.7	5.5

Licensing and Insurance
(As of 04/17/2016 updated hourly from L&I)
Active For-Hire Authority

Type	Yes/No	MC#/MX#
Property	Yes	MC-####
Passenger	No	
Household Goods	No	
Broker	No	

TOUR THIS CHANGE | NEED HELP? | SUBMIT COMMENTS | CHANGED

– VIOLATION SUMMARY

CHANGED: 1 violation has been moved to the Unsafe Driving BASIC

Unsafe Driving Violations: 4

Violations	Description	# Violations	# OOS Violations	Violation Severity Weight
392.16	Failing to use seat belt while operating CMV	1	0	7
392.2-SLLS3	State/Local Laws - Speeding 11-14 miles per hour over the speed limit	1	0	7
392.2C	Failure to obey traffic control device	1	0	5
395.13(d)	Driving after being declared out-of-service MOVED from the HOS Compliance BASIC	1	1	10

Overview of Proposed Changes to Unsafe Driving BASIC
(Current and proposed SMS results are based on March 25, 2016 snapshot)

VIOLATIONS MOVED	MEASURE		PERCENTILE	
1 OPERATING WHILE OOS VIOLATIONS MOVED TO THE UNSAFE DRIVING BASIC	PROPOSED	10.25	PROPOSED	77%
	CURRENT	7.75	CURRENT	68%

BASIC: Unsafe Driving

More Info

On-Road Performance

Measure: 10.25 CHANGED
Percentile: 77% CHANGED

77%
0 65% 100
Intervention Threshold

Scale 0 to 100; 0 indicates the best safety performance.

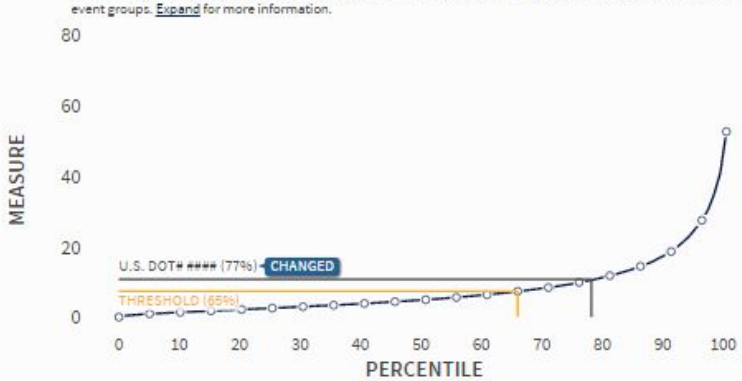
77% of motor carriers in the same safety event group have better on-road performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

Investigation Results
No Acute/Critical Violations Discovered

MEASURE VS. PERCENTILE

Carrier violations or crashes are weighted by time and severity to produce a measure for that carrier in each BASIC. The measure is then used to assign that carrier to a percentile rank containing carriers' information in similar safety event groups. Expand for more information.



CARRIER MEASURE OVER TIME | MEASURE VS. PERCENTILE | INSPECTION RESULTS

+ VIOLATION SUMMARY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Unsafe Driving Violations: 4

+ INSPECTION HISTORY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Driver Inspections with Unsafe Driving Violations: 4

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Operating While OOS Example
U.S. DOT#: ####
Address: 123 Main Str.
Anytown, MA 12345

Safety Rating & OOS Rates
(As of 04/17/2016 updated daily from SAFER)
Not Rated

Licensing and Insurance
(As of 04/17/2016 updated hourly from L&I)
Active For-Hire Authority

Get Road Smart.

+ VIOLATION SUMMARY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Unsafe Driving Violations: 4

– INSPECTION HISTORY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Driver Inspections with Unsafe Driving Violations: 4

Report			Vehicle			Measure = Sum of the Total Weight (TotW) / Avg. PU × UF = 4		
Inspection Date	Number	State	Plate Number	Plate State	Type	Severity Weight (SW)	Time Weight (TiW)	Total Weight (TotW)
7/25/2015	XX5555555555	XX	888888	XX	Truck Tractor	5	2	10
Violation: 392.2C Failure to obey traffic control device						5		
5/2/2015	XX8888888888	XX	888888	XX	Truck Tractor	7	2	14
Violation: 392.2-SLLS3 State/Local Laws - Speeding 11-14 miles per hour over the speed limit						7		
3/24/2015	XX4444444444	XX	000000	XX	Truck Tractor	10	1	10
Violation: 395.13(d) Driving after being declared out-of-service (OOS) — MOVED from the HOS Compliance BASIC						10		
4/3/2014	XX2222222222	XX	222222	XX	Truck Tractor	7	1	7
Violation: 392.16 Failing to use seat belt while operating CMV						7		
					Sum of measure weights	29	6	41

PERFORMANCE MEASURE LAST MONTH As of 2/26/2016: $\frac{TotW}{Avg.\ PU \times UF} = \frac{51}{4} = 12.75$

MORE INFO

PERFORMANCE MEASURE THIS MONTH As of 3/25/2016: $\frac{TotW}{Avg.\ PU \times UF} = \frac{41}{4} = 10.25$

*** The sum of all violation severity weights (violation weight + out-of-service) for this inspection has been capped at 30.

77% of motor carriers in the same safety event group have better on-road performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

Investigation Results
No Acute/Critical Violations Discovered

CARRIER MEASURE OVER TIME | MEASURE VS. PERCENTILE | INSPECTION RESULTS

+ VIOLATION SUMMARY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Unsafe Driving Violations: 4
+ INSPECTION HISTORY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Driver Inspections with Unsafe Driving Violations: 4

Operating While OOS Example
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Address: 123 Main Str.
Anytown, MA 12345
Number of Vehicles: 5
Number of Drivers: 5
Number of Inspections: 55

Safety Rating & OOS Rates
(As of 04/17/2016 updated daily from SAFER)
Not Rated

Out of Service Rates

Type	OOS %	National Avg %
Vehicle	20.0	20.7
Driver	9.7	5.5

Licensing and Insurance
(As of 04/17/2016 updated hourly from L&I)
Active For-Hire Authority

Type	Yes/No	MC#/MX#
Property	Yes	MC-####
Passenger	No	
Household Goods	No	
Broker	No	

TOUR THIS CHANGE | NEED HELP? | SUBMIT COMMENTS | CHANGED

How does SMS relate to crashes?

BASIC: Unsafe Driving

Based on a 24-month record ending March 25, 2016

More Info

CONTROLLED SUBSTANCES/ ALCOHOL

Not Public
HAZARDOUS MATERIALS COMPLIANCE

DRIVER FITNESS

On-Road Performance

Measure: 2.07 ? CHANGED
Percentile: 33% CHANGED

...on roadside data and/or has been cited with one or more ...rrier may be prioritized for an intervention action and roadside inspection.

33%

0 | 65% Intervention Threshold | 100

	PERCENTILE
...0.25	PROPOSED 77%
...75	CURRENT 68%

Scale 0 to 100; 0 indicates the best safety performance.

33% of motor carriers in the same safety event group have better on-road performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

...URE VS. PERCENTILE

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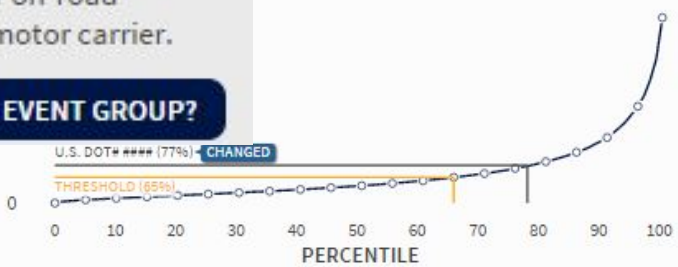

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No Acute/Critical Violations Discovered

CARRIER MEASURE OVER TIME | MEASURE VS. PERCENTILE | INSPECTION RESULTS

+ VIOLATION SUMMARY | CHANGED: 1 violation has been moved to the Unsafe Driving BASIC | Unsafe Driving Violations: 4

+ INSPECTION HISTORY | CHANGED: 1 violation has been moved to the Unsafe Driving BASIC | Driver Inspections with Unsafe Driving Violations: 4

Operating While OOS Example
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Safety Rating & OOS Rates
(As of 04/17/2016 updated daily from SAFER)
Not Rated

Out of Service Rates

Type	OOS %	National Avg %
Vehicle	20.0	20.7

Licensing and Insurance
(As of 04/17/2016 updated hourly from L&I)

Active For-Hire Authority

Type	Yes/No	MC#/MX#
Property	Yes	MC-####
Passenger	No	
Household Goods	No	
Broker	No	

COMMENTS

CHANGED

How does SMS relate to crashes?

Based on a 24-month record ending March 25, 2016

BASIC: Hours-of-Service Compliance

More Info

On-Road Performance

Measure: 0.62 ? CHANGED
Percentile: 33% CHANGED

33%

0 65% 100
Intervention Threshold

Scale 0 to 100; 0 indicates the best safety performance.

33% of motor carriers in the same safety event group have better on-road performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

Not Public
HAZARDOUS MATERIALS COMPLIANCE

DRIVER FITNESS

rouping based upon roadside data and/or has been cited with one or more carrier may be prioritized for an intervention action and roadside inspection.

	PERCENTILE	
0.62	PROPOSED	33%
0.73	CURRENT	38%

SURE VS. PERCENTILE

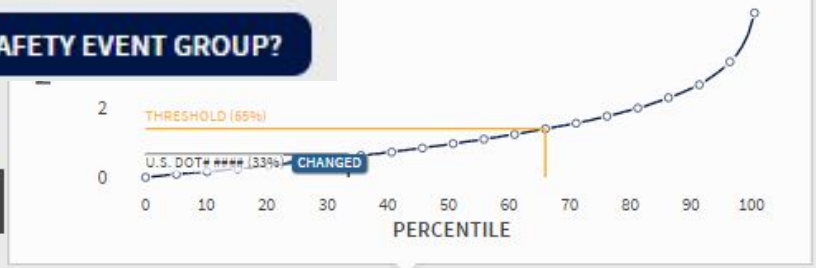
d by time and severity to produce a measure for that carrier in each BASIC. carrier to a percentile rank containing carriers' information in similar safety ion.

event group have better on-road performance than this motor carrier.

WHO IS IN THE SAFETY EVENT GROUP?

Investigation Results

No Acute/Critical Violations Discovered



CARRIER MEASURE OVER TIME | MEASURE VS. PERCENTILE | INSPECTION RESULTS

+ VIOLATION SUMMARY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — HOS Compliance Violations: 12

+ INSPECTION HISTORY — CHANGED: 1 violation has been moved to the Unsafe Driving BASIC — Driver Inspections: 55

What's Next: SMS Preview Timeline

- October 2016 (Public Preview)
  - 60-day comment period with the publication of the Federal Register Notice
- Following Preview
  - Participate in online question and answer (Q&A) sessions for industry
    - Submit questions at: https://csa.fmcsa.dot.gov/CSA_feedback.aspx?defaulttag=SMSPREVIEWQA
- Implementation
  - Enhancements to the SMS Methodology will be implemented following the completion of the Correlation Study required by Section 5221 of the FAST Act

Frequently Asked Questions (FAQs)

Where can I review presentation materials?

To review the information presented in today's video presentation, download the following resources from the Help Center on the SMS Preview Website at https://csa.fmcsa.dot.gov/SMSPreview/HelpCenter/Index.aspx:

- Video
- Presentation
- Transcript

Why did FMCSA propose these changes to the SMS Methodology?

FMCSA is committed to continually improving the SMS methodology in response to new data, analyses, and stakeholder feedback to make our roads safer for everyone.

These enhancements allow FMCSA to:

- More effectively prioritize those motor carriers that pose the greatest safety risk for interventions
- Focus our investigative resources on carriers with more crash involvement
- Sharpen our focus on carriers with high crash rates
- More accurately account for the carriers that are driving on our roads the most
- More effectively identify driver safety problems and HM compliance problems

Where can I get more detailed information about the proposed enhancements?

- For more detailed information about the proposed enhancements, you may review the SMS Enhancements Foundational Document in the Help Center on the SMS Preview Website: https://csa.fmcsa.dot.gov/SMSPreview/HelpCenter/Index.aspx

- You may also review the Federal Register Notice and submit your comments: https://www.federalregister.gov/

What should motor carriers and the public do during the preview of the proposed SMS methodology enhancements?

During the SMS Preview, motor carriers and the public should:

1. **Submit comments on the proposed SMS enhancements via the Federal Docket Website at:** https://www.federalregister.gov
2. **Try out the "Tour This Change" feature,** which provides detailed information on each of the proposed enhancements
3. **Visit the Help Center** to download preview resources, browse FAQs, and learn how to get started on the preview site

Can a motor carrier still see all of its SMS data?

- Yes. To view their current SMS data, motor carriers may still log in through the SMS Website: http://ai.fmcsa.dot.gov/sms

- To view how their data would be affected by these proposed enhancements, motor carriers may log in on the SMS Preview Homepage: https://csa.fmcsa.dot.gov/SMSPreview

SMS Preview Website: Additional Resources

- Visit the SMS Preview Help Center at https://csa.fmcsa.dot.gov/SMSPreview/HelpCenter/Index.aspx
  - Searchable FAQs
  - Key Terms Glossary for user-friendly definitions
  - Foundational Document
- Review the Federal Register Notice for more information on the proposed enhancements
- Contact our CSA InfoLine Team at 1-877-254-5365 or online at http://csa.fmcsa.dot.gov/CSA_Feedback.aspx

Help Us Build A Nationwide Commitment to Safety

- **Educate carriers and drivers**
  - Understand the SMS and the BASICs
  - Sign up for important updates via the CSA Website at: http://csa.fmcsa.dot.gov/subscription.aspx

Help Us Build A Nationwide Commitment to Safety, Cont.

- **Ensure compliance and check and update records**
  - Monitor and review all inspection and crash data, and address safety problems immediately at http://ai.fmcsa.dot.gov/SMS/Default.aspx
  - Question potentially incorrect data (DataQs: https://dataqs.fmcsa.dot.gov)
  - Update your MCS-150 form and VMT data

CSA
Compliance • Safety • Accountability

Get Road Smart.

The Safety Measurement System (SMS) Methodology Enhancements and SMS Preview

Fall 2016

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