



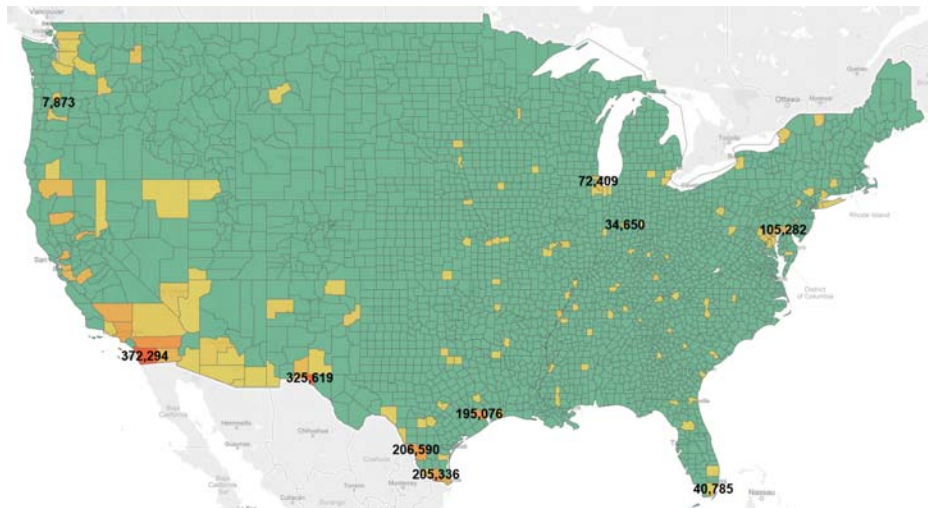
The State of CSA

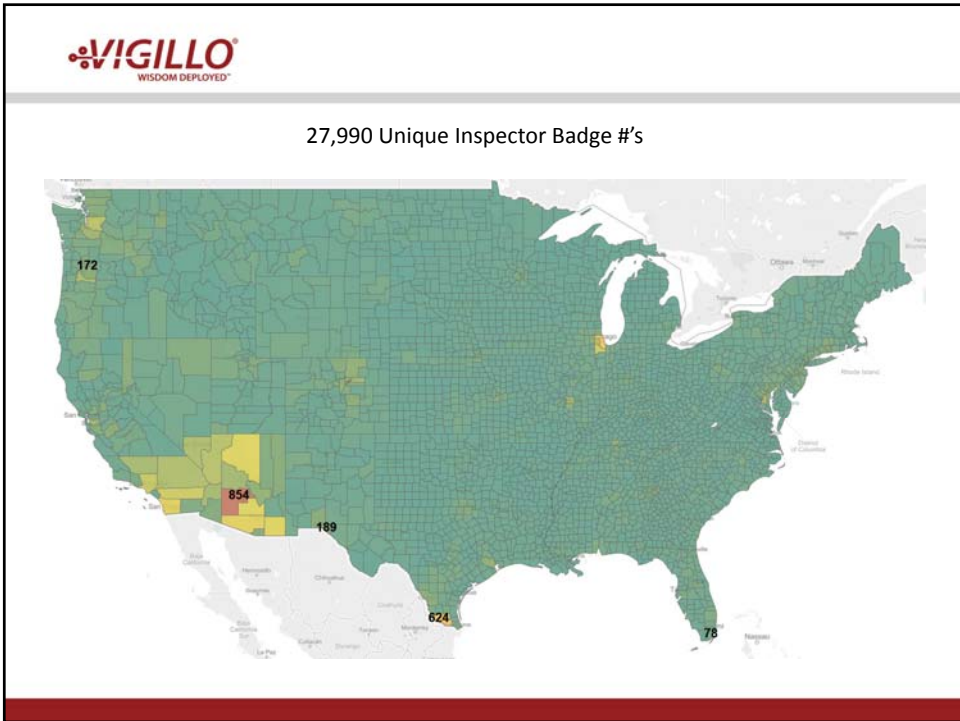
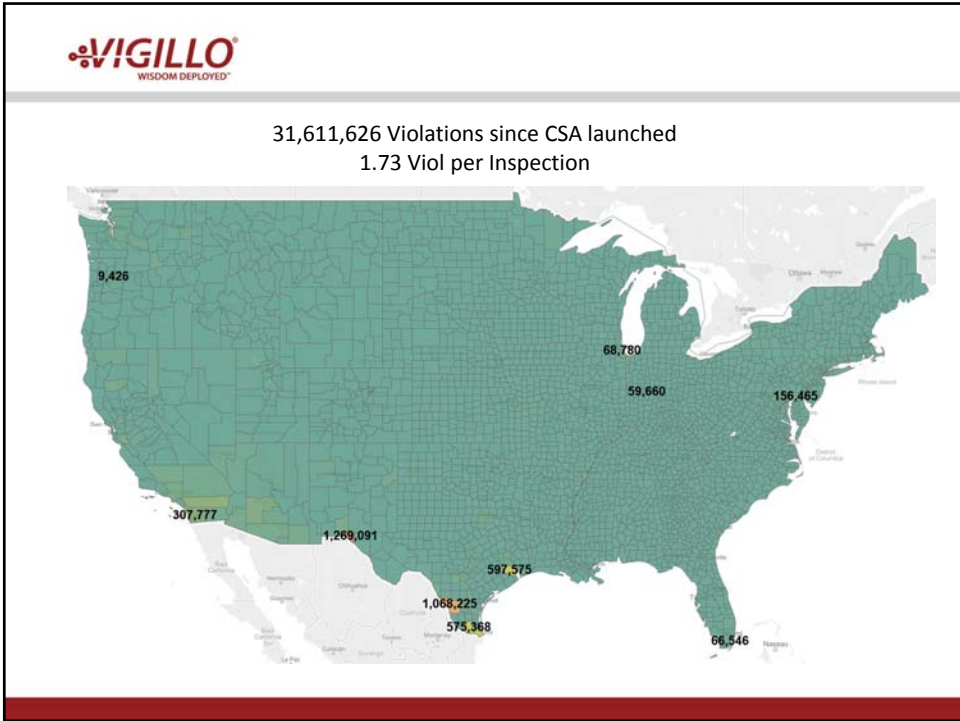
"I have an attention span that's as long as it has to be."

Donald Trump



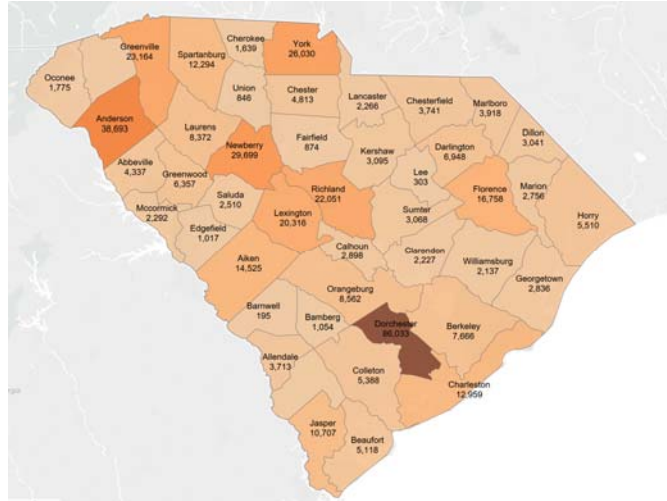
18,274,636 Inspections since CSA launched



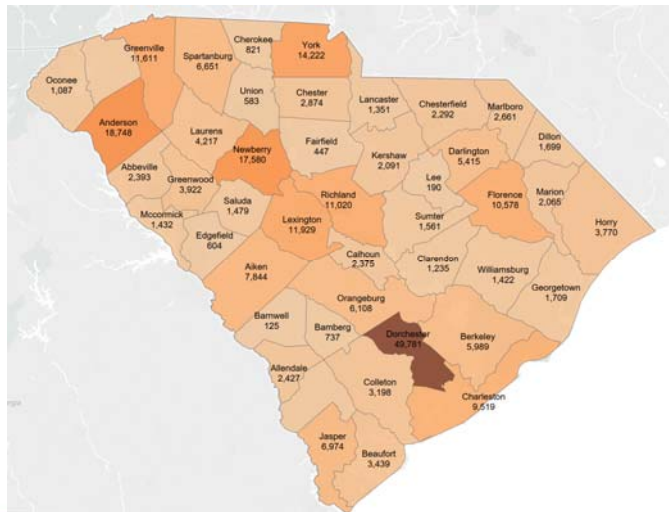




South Carolina Violations – 427,262 – 1.4% of all violations

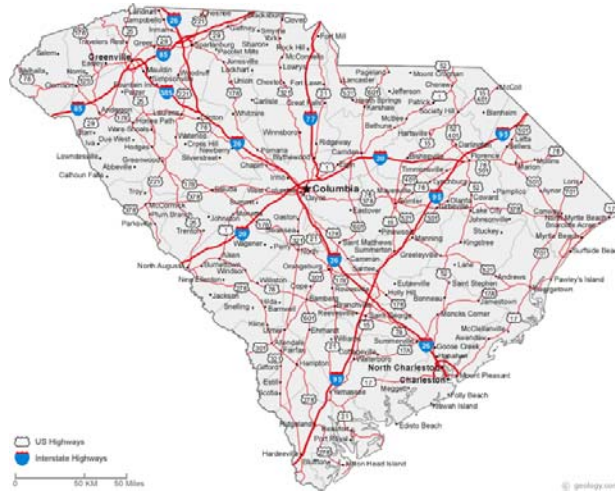


South Carolina VM Violations – 250,110 – 58.5% of all violations in SC
20% of those come from one county – Dorchester???





South Carolina Violations – help me understand



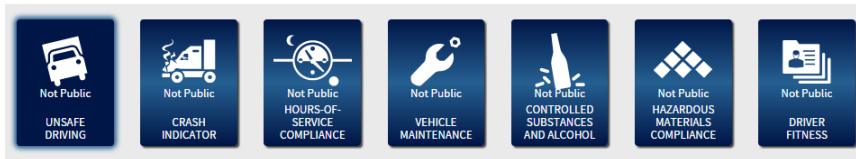
FAST Act - Changes & Impact on CSA

Fixing America's Surface Transportation



1. CSA goes dark – motor carrier, law enforcement & FMCSA have access

On and after the date that is 1 day after the date of enactment of this Act, no information regarding analysis of violations, crashes in which a determination is made that the motor carrier or the commercial motor vehicle driver is not at fault, alerts, or the relative percentile for each BASIC developed under the CSA program may be made available to the general public until... (it's all fixed)



2. FMCSA shall commission a study

The Administrator of the Federal Motor Carrier Safety Administration shall commission the National Research Council of the National Academies to conduct a study of CSA, report due in 18 months.

The National Academies of Sciences, Engineering, and Medicine are private, nonprofit institutions that provide expert advice on some of the most pressing challenges facing the nation and the world. Our work helps shape sound policies, inform public opinion, and advance the pursuit of science, engineering, and medicine.

<http://www.nationalacademies.org/nrc/>



3. The study must address:

- 1.) The accuracy with which the BASIC's identify high risk carriers and **predict or are correlated** with future crash risk, crash severity, or other safety indicators for motor carriers. (Safety Event Groups)
- 2.) The accuracy of safety data, including the use of crash data from crashes in which a motor carrier was **free from fault**. (Crash Accountability)
- 3.) Whether BASIC percentiles for carriers of passengers should be calculated separately from motor carriers of freight.
- 4.) The **differences** in the rates at which violations are reported to the FMCSA by various enforcement authorities, including States, territories, and Federal inspectors (State Difference)



3 (a). The study must address:

- 5.) How members of the public use the SMS and what effect making the SMS information public has had on **reducing crashes**
- 6.) Whether the SMS provides comparable precision and confidence, through SMS alerts and percentiles, for the relative crash risk of **individual** large and small motor carriers; (Small Carriers largely unscored)
- 7.) Whether **alternatives** to the SMS would identify high risk carriers more accurately
- 8.) FMCSA has fully implemented or satisfactorily addressed the issues raised in the report titled "Modifying the Compliance, Safety, Accountability Program Would Improve the Ability to Identify High Risk Carriers" of the **GAO** dated February 2014.



4. Beyond Compliance:

Not later than 18 months after the date of enactment of this Act (**in parallel to the fixes**), the Administrator shall allow recognition, including credit or an improved SMS percentile, for a motor carrier that:

- (1) installs advanced safety equipment;
- (2) uses enhanced driver fitness measures;
- (3) adopts fleet safety management tools, technologies, and programs
- (4) satisfies other standards determined appropriate by the Administrator

...and then, within 3 years, the FMCSA must report to Senate and House, how well Beyond Compliance is working.



5. The timeline:

Within 18 months - submit a report containing the results of the study to Senate, the House, the IG of the DOT, and a publicly accessible website - (June 2017)

Within 120 days of the report (if any deficiencies are found), FMCSA must submit a corrective action plan (CAP) – (Sept 2017)

Within 120 days of CAP, IG will report to Senate and House, the extent to which the CAP addresses EVERYTHING. (Jan 2018)

Within 1 year of certification, Secretary shall task MCSAP with crash review (Jan 2019) then MCSAP has 6 months to report back to the Secretary (July 2019)



Safety Fitness Determination Rule

According to USA today, the average length of an attention span of a man in America is 23 minutes.



1. What is the new rating system?



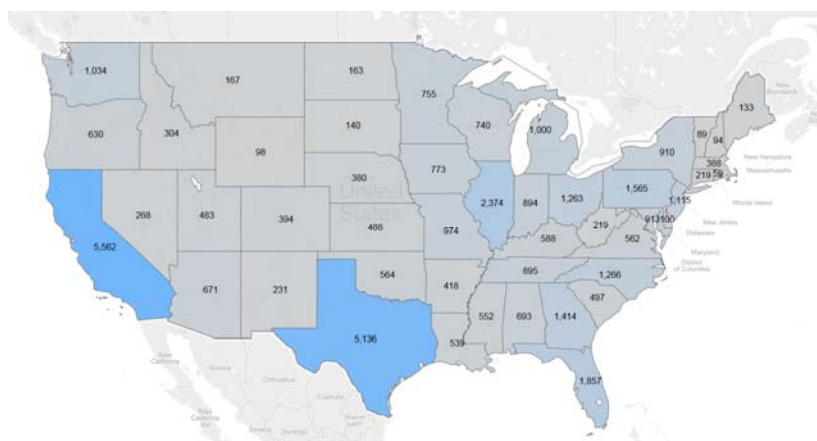


Unfit Method 1: Carrier with Two or More Failed BASICS from On-Road Safety Performance

- 1. You "Fail" in HOS, Unsafe or HAZMAT by exceeding 96%
- 2. You "Fail" in Veh. Maint. Or Driver Fitness by exceeding 99%

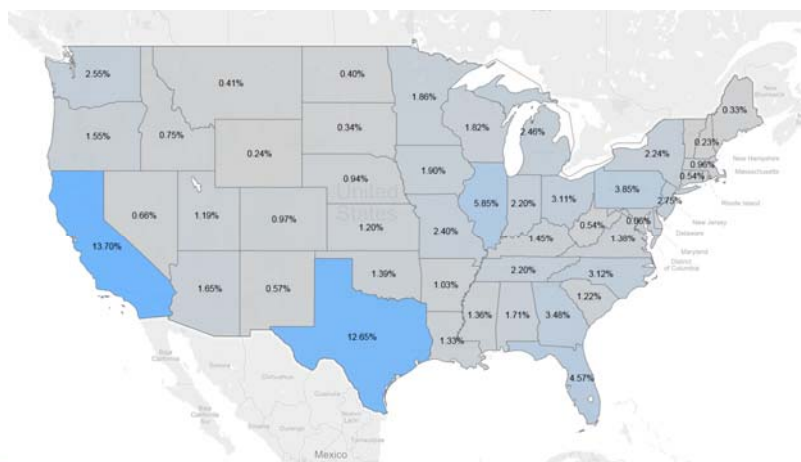


What would SFD look like today?
51,000 eligible carriers

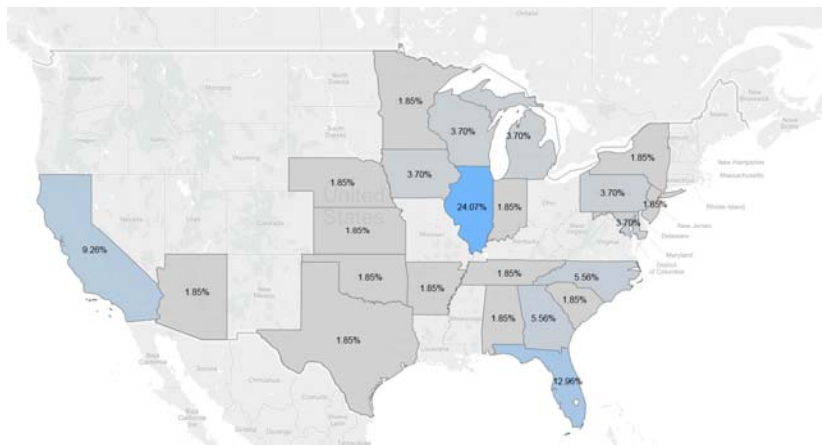




What would SFD look like today?
% eligible by State



What would SFD look like today?
% Unfit by State

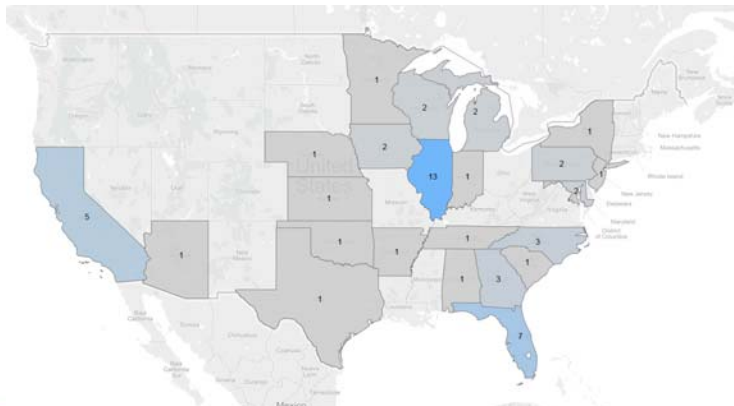




What would SFD look like today?

548 Motor Carriers Failed 2 BASIC's
365 "Unfailed" when 391.11 (b) (2) is removed
183 Are Unfit (Feb 2016)

May 2016 – 67 US Domiciles remain employing fewer than 2,000 drivers



I am, you know, adamantly against illegal immigration.

Hillary Clinton