



California Highway Patrol

Commercial Vehicle Section



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The BIT Program

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Motor Carrier Safety Program History

- 1963: Administrative oversight of truck and bus operation was transferred to the California Highway Patrol.
- Assistant Motor Carrier Operation Specialists hired for mechanical expertise and experience.
- Several years were spent educating the public and industry about the benefits of an ongoing maintenance program.

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Motor Carrier Safety Program History

- 1973: Rapid expansion of the Motor Carrier Safety Program began with responsibility for annual inspection and certification of all schoolbuses.
- 1974-FLV, 1976-SPAB, 1979-Haz Waste Transporters, 1980-All buses terminals, 1982-FLCT, 1983-Youth Buses, 1987-GPPV, 1988-BIT, 1994-CSAT, 2003-New Entrant, 2016-Basic Inspection of Terminals.





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The Biennial Inspection of Terminals (BIT) Program

- Established in 1988 by Assembly Bill 2706.
- Intended to increase commercial vehicle operation safety.
- In order to accomplish inspection goals, from 1988 through 2007, the number of Motor Carrier Specialist I personnel was increased 260.

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The Biennial Inspection of Terminals (BIT) Program

- Departmental responsibilities:
 - Tracking of motor carriers.
 - BIT program fee collection.
 - Terminal inspection.
- Program Objectives:
 - Prevention of collisions and injuries due to mechanical defects, excessive driving hours, misuse of controlled substances and alcohol, and prevention of catastrophes due to Haz Mat transportation.

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The Biennial Inspection of Terminals (BIT) Program

- Goals:
 - Completion of all BIT inspections.
 - Safety through education and compliance.
 - Voluntary compliance with safety requirements.
- Tools:
 - Inspection of commercial vehicle operations including required records.
 - Information and assistance to aid with compliance.
 - Use of on-highway vehicle inspections to speed terminal inspections.

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The Biennial Inspection of Terminals (BIT) Program – Current

- Every terminal of specified operators every 25 months.
- Submission of fees.
 - Every 2 years and following an unsatisfactory rating.
 - Collection and tracking of fees by CHP.
 - Fees based on fleet size, i.e., powered and towed.
- Motor Carrier definition specific to BIT program.

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The Biennial Inspection of Terminals (BIT) Program – Current

- Includes operators of truck-tractors, three-axle vehicles, trailers, combos over 40 feet, and vehicles transporting Haz Mat.
- Consolidation of terminals and assumption of motor carrier responsibility for BIT.
- In effect through December 31, 2015.

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The Basic Inspection of Terminals (BIT) Program - Changes

- Real-time tracking of carrier performance data.
 - Continued terminal-based inspections.
- Performance-based inspection selection system.
 - Including driver fatigue, driver fitness, vehicles maintenance, CSAT, citation information, and collisions.
- Annual fee submission in conjunction with Motor Carrier of Property Permit.

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The Basic Inspection of Terminals (BIT) Program - Changes

- Fees based on fleet size.
 - MCP fleet.
 - No longer terminal fleet size.
- Motor Carrier definition as outlined in Section 408 CVC.
 - Elimination of 4 month lease provision for BIT responsibility.
 - Lessor responsible to make vehicles available for inspection.
- Additional vehicles included [34500 (j) and (k)]:
 - Vehicles regulated by the US DOT, PUC, and DMV Vehicles > 26,001 lbs and > 10,000 lbs towing a trailer [CDL required].





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The Basic Inspection of Terminals (BIT) Program - Changes

- Focus of departmental resources on proven non-compliant motor carrier operations.
- Upgraded electronic tracking of motor carrier data and documentation of terminal inspection findings.
- Continued use of on-highway vehicle inspections to speed terminal inspections.
- Elimination of motor carrier assumption.

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The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Chapter of Assembly Bill 529 (Lowenthal).
 - New inspection program begins January 1, 2016.
 - New fee structure begins January 1, 2016.
- Regulatory rulemaking to accommodate program changes.
 - Solicit input from interested parties.
 - Opportunity for public comment to rulemaking.

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The Basic Inspection of Terminals (BIT) Program - Changes

- Community outreach and education campaign.
 - Educational presentation opportunities.
 - Web site posting of information and documents.
- Intelligent Technologies Infrastructure Improvements.
 - Database to provide real-time tracking of performance data.
 - Upgraded electronic documentation of inspection findings.
 - Electronic tracking of carrier performance.
 - Publication of performance-based inspection completion data, available for public review.

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The Basic Inspection of Terminals Program - Comparison

Current Program

- Remains in effect through 12-31-2015.
- Inspection based on time.
 - Inspected every 2 years.
- “Motor Carrier” specific to BIT.

New Program

- Becomes effective 1-1-2016.
- Inspection selection based on carrier performance.
- Not inspected more than 1 time every 6 years if not exceed performance threshold.
- “Motor Carrier” as defined in Section 408 CVC.





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The Basic Inspection of Terminals Program - Comparison

Current Program

- Every terminal every 2 years.
- < 120 days following an unsatisfactory rating.

New Program

- Based on carrier performance statistics.
- < 120 following an unsatisfactory rating.
- Selection priority of terminals never before inspected.

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The Basic Inspection of Terminals Program - Comparison

Current Fee Structure

Biennial

1	\$270
2	\$375
3 to 8	\$510
9 to 15	\$615
16 to 25	\$800
26 to 50	\$1,040
51 to 90	\$1,165
91 or more	\$1,870

New Fee Structure

1	Annual	\$130
2 to 4		\$152
5 to 10		\$252
11 to 20		\$573
21 to 35		\$753
36 to 50		\$961
51 to 100		\$1,112
101 to 200		\$1,463
201 to 500		\$1,512
501 to 1,000		\$1,600
1,001 to 2,000		\$1,800
More than 2,001		\$2,114

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The Basic Inspection of Terminals Program - Comparison

Current Fee Structure

- Fees submitted to the CHP.
- Fees submitted for each terminal.
- Fees submitted 16 to 18 months following a satisfactory rating.
- Fees submitted following an unsatisfactory rating.

New Fee Structure

- Fees submitted to the DMV.
- Fees submitted once for the carrier; not terminal based.
- Fees submitted annually.
- Fees submitted in conjunction with MCP application.
- No fees following an unsatisfactory rating.





The Basic Inspection of Terminals Program

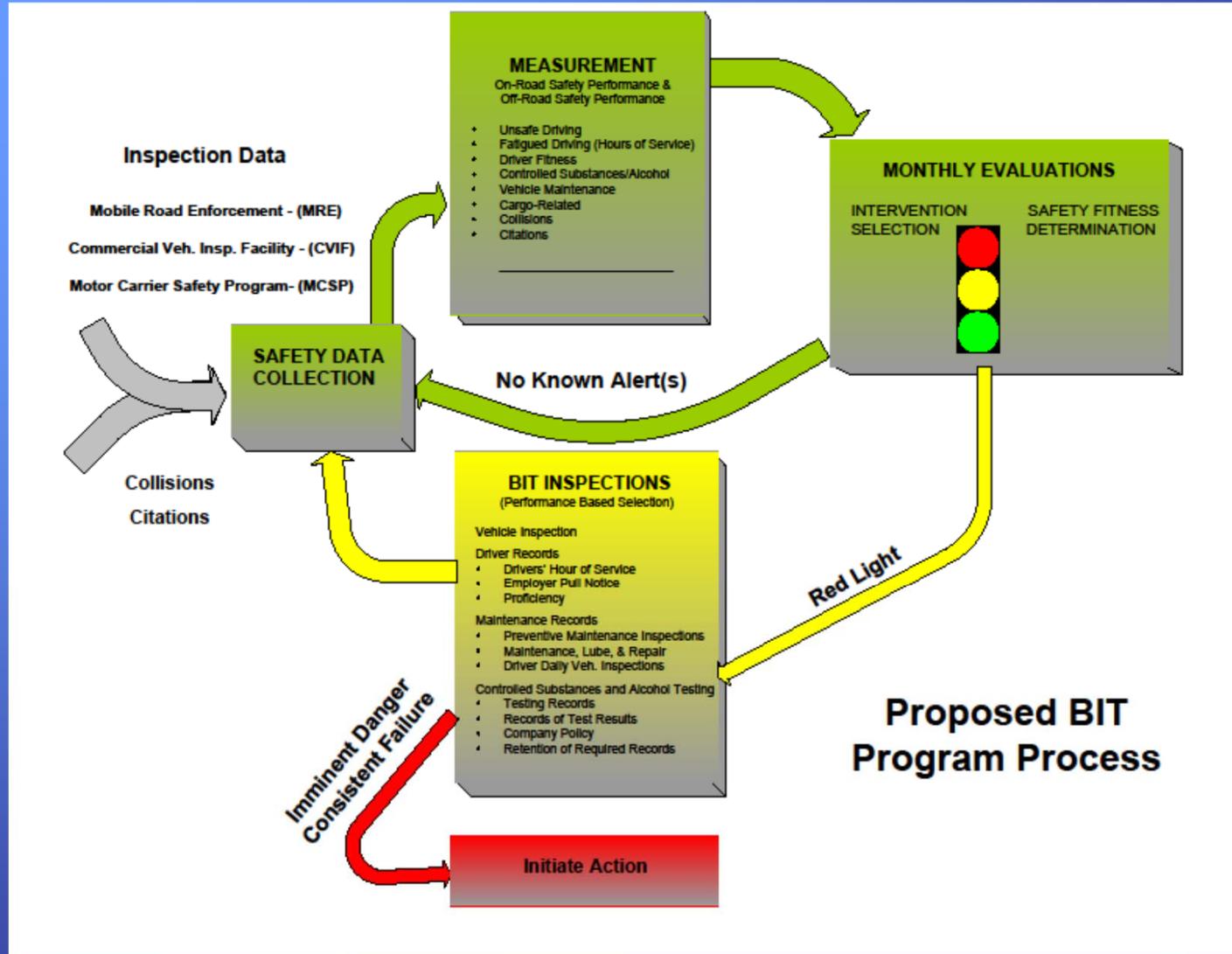
- Driver Records:
 - Employer Pull Notice.
 - Driver timekeeping records.
 - Driver proficiency records.
 - Driver employment application.
- Haz Mat Records:
 - HM training, cargo tank, shipping papers.
- Maintenance Records:
 - Daily vehicle inspection reports.
 - Preventive maintenance inspection reports.
 - Documentation of all inspection, maintenance, lubrication, and repair.





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Thank you.

Questions?

Comments?

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