

CALIFORNIA
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COMMERCIAL VEHICLE SAFETY SUMMIT

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The BIT Program

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The Biennial Inspection of Terminals (BIT) Program - Current

- 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 to 268.



The Biennial Inspection of Terminals (BIT) Program - Current

- 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.



The Biennial Inspection of Terminals (BIT) Program - Current

- 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 reduce negative carrier impact of vehicle inspections.



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 terminal fleet size, i.e., powered and towed.
- Motor Carrier definition specific to BIT program.



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.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Chapter of Assembly Bill 529 (Lowenthal, October 3, 2013).
 - New inspection program begins January 1, 2016.
 - New fee structure begins January 1, 2016.
- Performance-based Inspection Selection System.
 - Replaces existing time-based inspection system.
 - Incorporate methodologies consistent with those used by FMCSA.
 - Based on Safety Management System BASIC percentiles.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Terminals selected for inspection based on carrier safety-performance scores.
- Carrier with BASIC percentile at or above federal alert level will be selected for inspection (all California terminals).
 - Crash BASIC to 89% will trigger inspection only in conjunction with elevated driver-related BASIC percentile.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Performance-based inspection selection system.
 - Including unsafe driving, hours of service, controlled substances and alcohol, driver fitness, vehicle maintenance, HM compliance, citations, and collisions.
 - Prioritized inspections of terminals never before inspected and those from which HM is transported.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- California-based motor carriers assigned intrastate US DOT numbers by CHP.
 - Numbers may be displayed – not required.
 - Carriers encouraged to maintain federal census information current and correct.
 - Carriers encouraged to monitor Safety Measurement System for accuracy.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Data Q Process.
 - Incorrect information.
 - Data attributed to incorrect carrier record.
 - Violation did not occur.
 - Adjudicated citations.

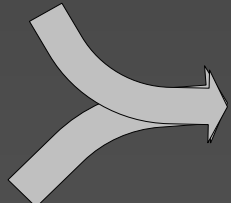


Inspection Data

Mobile Road Enforcement - (MRE)

Commercial Veh. Insp. Facility - (CVIF)

Motor Carrier Safety Program- (MCSP)



Collisions
Citations

**SAFETY DATA
COLLECTION**

MEASUREMENT
On-Road Safety Performance &
Off-Road Safety Performance

- Unsafe Driving
- Fatigued Driving (Hours of Service)
- Driver Fitness
- Controlled Substances/Alcohol
- Vehicle Maintenance
- Hazardous Materials
- Collisions
- Citations

No Known Alert(s)
Continued Monitoring

MONTHLY EVALUATIONS
Safety Performance Score
Inspection Selection

Selected for Inspection

Continued Monitoring

BIT INSPECTIONS
(Performance Based Selection)

Vehicle Inspection

Driver Records

- Drivers' Hour of Service
- Employer Pull Notice
- Proficiency

Maintenance Records

- Preventive Maintenance Inspections
- Maintenance, Lube, & Repair
- Driver Daily Veh. Inspections

Controlled Substances and Alcohol Testing

- Testing Records
- Records of Test Results
- Company Policy
- Retention of Required Records

Imminent Danger
Consistent Failure

Initiate Action

Basic Inspection of Terminals Program Process



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- 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.
 - Lessee responsible to make vehicles available for inspection.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Additional vehicles included [34500 (j) and (k)]:
 - Vehicles regulated by the US DOT, PUC, and DMV
 - 2 axle vehicles > 26,000 lbs. and vehicles > 10,000 lbs. towing a trailer [CDL required].
- Terminals:
 - Motor carriers required to identify all terminals defined in Section 595 CVC.
 - Motor carriers may designate terminals for BIT inspection.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

- Management Information System of Terminal Evaluation Records (MISTER) replaced with Carrier Information Reporting and Evaluation System (CIRES).
- Intelligent Technologies Infrastructure Improvements.
 - CIRES to provide real-time tracking of performance data.
 - Publication of performance-based inspection completion data (safety compliance ratings), available for public review.



The Basic Inspection of Terminals (BIT) Program - Changes

Implementation:

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



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 safety performance.
- Not inspected more than 1 time every 6 years if not exceed performance threshold.
- “Motor Carrier” as defined in Section 408 CVC.



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.



The Basic Inspection of Terminals Program - Comparison

Current Fee Structure Biennial (Terminal)

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 Annual (Carrier)

1	\$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



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.
- Maintenance Records:
 - Daily vehicle inspection reports.
 - Preventive maintenance inspection reports.
 - Documentation of all inspection, maintenance, lubrication, and repair.
- Haz Mat Records:
 - HM training, cargo tank, shipping papers.



Thank you.

Questions?

Comments?



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