



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

FMCSA National Training Center

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

Fall 2016

Video Transcript

Speakers

- Monica Lanos, Transportation Specialist, FMCSA Office of Enforcement and Compliance
- Dave Yessen, Transportation Specialist, FMCSA Office of Enforcement and Compliance

Description: This is a transcript of a video presentation, which outlines the proposed enhancements to the SMS and how to use the SMS Preview Website.

THE SMS METHODOLOGY ENHANCEMENTS AND SMS PREVIEW

TITLE SLIDE: THE SMS METHODOLOGY ENHANCEMENTS AND SMS PREVIEW

Speaker: Monica Lanos, Transportation Specialist, FMCSA Office of Enforcement and Compliance

- Welcome everyone to the Safety Measurement System, or SMS, Methodology Enhancements and SMS Preview presentation. Thank you for taking the time to join us to view the presentation.

SLIDE 2: TODAY'S PRESENTERS

Speaker: Monica Lanos

- Before we get started, I want to introduce myself and my fellow presenter. I am Monica Lanos and I am a Transportation Specialist from the Federal Motor Carrier Safety Administration (FMCSA) Office of Enforcement and Compliance. And, I actually work in the Compliance Division. Joining me for this presentation is Dave Yessen. He is also a Transportation Specialist from the Agency's Office of Enforcement and Compliance in the Compliance Division as well. We are excited to share the proposed enhancements to the SMS methodology with you, as we continue to look for ways to improve the SMS—and ultimately make our roads safer for everyone.
- We also want to note that these proposed enhancements are in compliance with the requirements in Section 5223 of the Fixing America's Surface Transportation Act, or the FAST Act, related to the public display of SMS data. Behavior Analysis and Safety Improvement Category, or BASIC, percentiles and "Alerts" for property carriers will continue to be unavailable to the public.

SLIDE 3: TODAY'S PRESENTATION

Speaker: Monica Lanos

- We will start today's presentation by reviewing the Compliance, Safety, Accountability's (CSA) SMS and its improvement process.
- Next we will outline the primary objectives for the proposed SMS methodology enhancements, provide an overview of the enhancements, and review our timeline for the SMS Preview. And finally, we will answer some Frequently Asked Questions (FAQs).
- Before we continue, we want you to know that you can review this video, along with slides and a transcript of this presentation at any time. All of these reference materials will be available in the SMS Preview Help Center, which we will show you a little bit later.

SLIDE 4: CSA'S SAFETY MEASUREMENT SYSTEM (SMS)**Speaker: Monica Lanos**

- CSA is the Agency's data-driven safety compliance and enforcement program that improves the safety of America's large trucks and buses and the 5 million drivers who operate them by prioritizing for interventions carriers that pose the greatest safety risk.
- The SMS provides motor carriers and other safety stakeholders with comprehensive, informative, and regularly updated safety performance data. FMCSA uses this SMS data to prioritize carriers with safety problems for interventions or further monitoring.
- SMS data also helps stakeholders to see where motor carriers may have safety problems and track whether they are improving or worsening.
- FMCSA's continued use of the CSA program and its SMS has significantly raised safety awareness throughout the motor carrier industry.

SLIDE 5: SMS IMPROVEMENT PROCESS**Speaker: Monica Lanos**

- Since the launch of CSA in 2010, we have engaged industry, law enforcement, carriers, and drivers in an ongoing conversation about improving safety compliance.

SLIDE 6: SMS IMPROVEMENT PROCESS, CONT.**Speaker: Monica Lanos**

- This kind of dialogue informs the periodic packages of enhancements to FMCSA systems. These proposed enhancements to the SMS methodology are the latest in this series of improvements.
- FMCSA has applied a systematic approach to implementing each package of improvements, which includes announcing the proposed changes in the Federal Register and providing a preview and comment period. During this period, the public can view the package of enhancements and provide feedback prior to its release.

SLIDE 7: WHY AN SMS PREVIEW?**Speaker: Monica Lanos**

- The SMS Preview gives safety stakeholders an opportunity to view and comment on the proposed enhancements before the changes are implemented and become publicly available. In addition, the SMS Preview Website allows motor carriers to verify their data and educate their drivers ahead of the implementation.
- The SMS Preview also gives FMCSA an opportunity to review feedback and make final refinements to the package of enhancements before public release.

SLIDE 8: SMS METHODOLOGY ENHANCEMENT OBJECTIVES**Speaker: Monica Lanos**

- The proposed enhancements in this preview focus on three key objectives, designed to improve the overall effectiveness of the SMS. The objectives are:
 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; and
 3. And, finally, focus FMCSA's investigative resources on carriers with more crash involvement.
- On the next couple of slides, we will look at the proposed enhancements designed to meet each objective.

SLIDE 9: SMS METHODOLOGY ENHANCEMENT OBJECTIVES**Speaker: Monica Lanos**

- The first objective is to make the SMS more effective at prioritizing carriers that pose the greatest safety risk for interventions.
- The enhancements we are proposing to meet this objective [are]:
 - One, more accurately accounting for carriers with increased exposure that drive on our roads the most by expanding the range over which the Utilization Factor is applied from 200,000 to 250,000 Vehicle Miles Travelled (VMT) per average Power Unit (PU).
 - Also, sharpening our focus on carriers with recent violations by simplifying data sufficiency standards to only assign BASIC percentiles to companies that have had an inspection with a violation within the past year.
 - And finally, making the Hazardous Materials (HM) Compliance BASIC more effective by segmenting this BASIC by cargo tank and non-cargo tank operations.

SLIDE 10: SMS METHODOLOGY ENHANCEMENT OBJECTIVES**Speaker: Monica Lanos**

- The second objective is to improve FMCSA's focus on carriers with high crash rates and serious safety problems.
- The enhancements we are proposing to meet this objective are:
 - One, improving our focus on carriers with high crash rates by adjusting the Intervention Thresholds for the following four BASICs:
 - Vehicle Maintenance;
 - Controlled Substances/Alcohol;
 - Driver Fitness; and
 - HM Compliance.

- And second, more effectively identifying driver safety problems related to out-of-service (OOS) [violations] by moving the operating while out-of-service violations to the Unsafe Driving BASIC.
- So now we are going to take a closer look at the proposed changes to the Intervention Thresholds for these BASICS.

SLIDE 11: SMS METHODOLOGY ENHANCEMENT OBJECTIVES

Speaker: Monica Lanos

- This table compares the current and proposed Intervention Thresholds for the Vehicle Maintenance, Controlled Substances/Alcohol, Driver Fitness, and HM Compliance BASICS that we spoke about on the earlier slide.
- We will adjust the threshold for the Vehicle Maintenance BASIC from 80 percent to 75 percent to reflect its higher correlation to crash risk.
- We will adjust the Controlled Substances/Alcohol, Driver Fitness, and HM Compliance BASICS from 80 percent to 90 percent to reflect their lower correlation to crash risk.
- As you can see, we will also adjust the passenger carrier and HM carrier thresholds for these BASICS using the same approach.

SLIDE 12: SMS METHODOLOGY ENHANCEMENT OBJECTIVES

Speaker: Monica Lanos

- The third objective is to focus FMCSA's investigative resources on carriers with more crash involvement.
- The enhancement we are proposing to meet this objective is:
 - Changing our crash data sufficiency standards to increase the number of crashes required to assign a percentile in the Crash Indicator BASIC from two to three.

SLIDE 13: SMS PREVIEW WEBSITE

Speaker: Monica Lanos

- Next, we will provide a brief overview of the SMS Preview Website, including how to access the site and use some of its key features.

SLIDE 14: HOW TO ACCESS THE SMS PREVIEW WEBSITE

Speaker: Monica Lanos

- To access the SMS Preview Website, click on the SMS Preview link on the CSA Homepage. You may also visit the SMS Preview Homepage directly by typing the link on this slide into your browser [spelled out] csa.fmcsa.dot.gov/SMSPreview, all one word.

- Carriers can log into the SMS Preview Homepage directly using their U.S. DOT Number and PIN or via the CSA Outreach link from their Portal account. Logged-in carriers can view their own safety data and see how the proposed enhancements might impact their SMS results. The public will be able to see the proposed changes by viewing example carriers.

SLIDE 15: SMS PREVIEW WEBSITE FEATURES

Speaker: Monica Lanos

- Now that you know how to access the preview site, let's walk through some of its features.

SLIDE 16: SMS PREVIEW HOMEPAGE

Speaker: Monica Lanos

- This is the SMS Preview Homepage. We designed this page to suit everyone's needs. From here, you can access the preview site directly or learn more about the proposed enhancements before really digging in.
- At the top of the homepage, users can log into the SMS. Motor carriers may log into their SMS profile to view how the proposed enhancements would affect their profile. Enforcement users may also log in to preview the changes. For those who would like an introduction to the proposed enhancements before exploring the preview site, we provided a quick link to this video presentation.
- We also included a link to the Help Center, where you can find this video among other helpful resources like FAQs, the Foundational Document, a factsheet and a glossary of key terms. Finally, there is a link to the Federal Register Notice, so you can easily provide your feedback on the proposed enhancements that you will learn about today.
- For more information on each of the proposed enhancements, select either the "See in Action" or "Learn More" next to the change you would like to review. In this presentation, we'll take a look at these features for the proposed enhancements to the HM Compliance BASIC.
- When you select "See in Action" for the first time, you will see this pop-up appear on your screen. The pop-up also provides quick links to the Help Center, as well as the Federal Register Notice. Each subsequent time you select "See in Action," you will be taken directly to the homepage for that proposed enhancement.
- You also have the option to "Tour this Change," which will take you to the guided tour that walks through each aspect of the proposed enhancement you selected. You can find links to "Tour this Change" on the homepage of each proposed enhancement, as well as [in] the Help Center.
- You may also select "Learn More" for each proposed enhancement. When you select "Learn More," a pop-up will appear that provides a brief overview of the proposed enhancement, as well as the option to "Tour this Change."

SLIDE 17: SMS PREVIEW HELP CENTER**Speaker: Monica Lanos**

- Now, let's take a look at the SMS Preview Help Center.
- The Help Center centralizes important preview information and materials, so that you can get your questions about the proposed enhancements and the preview answered all in one place. The Help Center has three pages:
- Resources – The page you are looking at right now is the default page of the Help Center. It's the Resources page. On this page, you can find preview resources to download, print, and share, including a factsheet, the Foundational Document, and a glossary with key terms. You may also access the slides for this presentation.
- Another page is the Get Started page. If you need a primer on the preview site, select the Get Started page, which covers basics like how to tour each proposed change and how to submit comments after the tour.
- And we also have the FAQs [page]. If you still have questions, you may browse the FAQs on this page to get your questions answered.
- So now, I will turn the presentation over to Dave Yessen.

SLIDE 18: PROPOSED ENHANCEMENTS**Speaker: Dave Yessen, Transportation Specialist, FMCSA Office of Enforcement and Compliance**

- Thank you, Monica. Next, we are going to walk through each of the proposed enhancements to the SMS methodology.

SLIDE 19: IMPROVING FMCSA'S FOCUS ON CARRIERS WITH HIGH CRASH RATES BY ADJUSTING INTERVENTION THRESHOLDS**Speaker: Dave Yessen**

- SMS is a prioritization system. Carriers are prioritized for interventions if their BASIC percentiles are at or above certain thresholds, or what we call Intervention Thresholds. Stakeholders have raised concerns that some of the Intervention Thresholds are not effective because certain BASICS are not highly correlated with crash risk.
- To address this feedback, we will improve our focus on carriers with high crash rates by adjusting the Intervention Thresholds for the Vehicle Maintenance, Controlled Substances/Alcohol, and Driver Fitness BASICS to more closely reflect their relationship to crash risk.

SLIDE 20: INTERVENTION THRESHOLDS EXAMPLE CARRIER**Speaker: Dave Yessen**

- We will adjust the Intervention Threshold for the Vehicle Maintenance BASIC from 80 percent to 75 percent to reflect its higher correlation to crash risk. With this, we will also then adjust the passenger carrier and HM carrier thresholds for this BASIC using the same approach, adjusting the passenger carrier threshold from 65 percent to 60 percent and the HM carrier threshold from 75 percent to 70 percent.
- We will adjust the Intervention Threshold for the Controlled Substances/Alcohol BASIC from 80 percent to 90 percent to reflect its lower correlation to crash risk. Accordingly, we will then also adjust the passenger carrier and HM carrier thresholds for this BASIC using the same approach, adjusting the passenger carrier threshold from 65 percent to 75 percent and the HM carrier threshold from 75 percent to 85 percent.
- Finally, we will adjust the Intervention Threshold for the Driver Fitness BASIC from 80 percent to 90 percent to reflect its lower correlation to crash risk. We will also adjust the passenger carrier and HM carrier thresholds for this BASIC using the same approach, adjusting the passenger carrier threshold from 65 percent to 75 percent and the HM carrier threshold from 75 percent to 85 percent.
- In this example, you can see the impact of this change. With the Intervention Threshold at 90 percent, the motor carrier would no longer be above the threshold with its current percentile of 84 percent.

SLIDE 21: FOCUSING FMCSA'S INVESTIGATIVE RESOURCES ON CARRIERS WITH MORE CRASH INVOLVEMENT**Speaker: Dave Yessen**

- Recently, we released a Federal Register Notice announcing the results of our study on the feasibility of including a motor carrier's role in a crash as part of the company's safety assessment. In response to comments received, we conducted additional analysis looking for ways to improve the effectiveness of the Crash Indicator BASIC.
- Through this analysis, we found that changing our crash data sufficiency standards will focus our investigative resources on carriers with more crash involvement.
- As part of our proposed enhancements, we will be increasing the number of crashes required to assign a percentile in the Crash Indicator BASIC from two to three.
- Currently, we assign a percentile to carriers in this BASIC if they have at least two reportable crashes in the past two years.

SLIDE 22: CRASH DATA SUFFICIENCY STANDARDS EXAMPLE CARRIER**Speaker: Dave Yessen**

- To show you this proposed enhancement, we are using an example carrier's Crash Indicator BASIC. However, this BASIC is not currently available to the public. It is only

available to enforcement users or motor carriers that are logged into their own safety profiles.

- We updated this example carrier's on-road performance summary in this BASIC to display the message a carrier will see if it is not assigned a percentile.
- Increasing the number of crashes required for a percentile from two to three will also impact some carriers' safety event groups. This example carrier will no longer have a percentile or safety event group. Other carriers may see a change in their safety event group, which may, in turn, impact their percentiles.

SLIDE 23: SHARPENING OUR FOCUS ON CARRIERS WITH RECENT VIOLATIONS

Speaker: Dave Yessen

- As part of our proposed SMS enhancements, we will sharpen our focus on carriers with recent violations by simplifying our data sufficiency standards to only assign BASIC percentiles to carriers that have had an inspection with a violation in the past year.
- Currently, we assign percentiles in the Hours-of-Service (HOS) Compliance, Vehicle Maintenance, HM Compliance, and Driver Fitness BASICs to carriers that meet that requirement or have had their most recent inspection result in a violation.

SLIDE 24: DATA SUFFICIENCY STANDARDS EXAMPLE CARRIER

Speaker: Dave Yessen

- To show you this proposed enhancement, we are using an example carrier's Vehicle Maintenance BASIC.
- We updated this example carrier's on-road performance summary for the Vehicle Maintenance BASIC to display the message a carrier will see if it is has not been assigned a percentile.

SLIDE 25: A MORE ACCURATE PICTURE OF CARRIER EXPOSURE

Speaker: Dave Yessen

- The Utilization Factor accounts for the motor carriers with increased exposure that drive on our roads the most, also known as high-utilization carriers, by adjusting their average number of trucks, also known as Power Units, when calculating measures in the Unsafe Driving and Crash Indicator BASICs. Carriers with higher Utilization Factors will see a reduction in their measures for the Unsafe Driving and Crash Indicator BASICs.
- Industry stakeholders noted that the current limit for the Utilization Factor of 200,000 Vehicle Miles Travelled per average Power Unit does not accurately reflect the increased exposure of these carriers. To address this feedback, we will expand the range over which the Utilization Factor is applied from 200,000 to 250,000 Vehicle Miles Travelled per average Power Unit to more accurately account for these carriers.

SLIDE 26: UTILIZATION FACTOR EXAMPLE CARRIER**Speaker: Dave Yessen**

- In this example, we updated this carrier's Unsafe Driving BASIC measure to reflect its new Utilization Factor. A carrier's Unsafe Driving BASIC measure is calculated by dividing the total time and severity weights for applicable violations by the average Power Unit multiplied by the Utilization Factor.
- This new Unsafe Driving BASIC measure will produce an updated percentile.
- In this example, based on the enhancement, this motor carrier's measure has changed from to 3.32 to 2.07. And its percentile has changed accordingly from 62 percent to 33 percent.

SLIDE 27: A MORE EFFECTIVE HM COMPLIANCE BASIC**Speaker: Dave Yessen**

- As part of our proposed enhancements, we will improve the HM Compliance BASIC to make it more effective at identifying carriers with HM compliance problems.

SLIDE 28: HM COMPLIANCE EXAMPLE CARRIER**Speaker: Dave Yessen**

- Just like the Crash Indicator BASIC, the HM Compliance BASIC is not currently available to the public. It is only available to enforcement users or motor 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.
- Industry stakeholders raised concerns to FMCSA that large non-cargo tank HM carriers have difficulty improving in the HM Compliance BASIC because they are compared to cargo tank HM carriers. Cargo tank and non-cargo tank operations often result in different violations. We will segment these carriers to enable the SMS to account for these differences when assigning percentiles in this BASIC. You will notice the motor carrier is identified as a non-cargo tank carrier.
- To show you how this will work, we updated this example carrier's HM Compliance BASIC percentile to reflect its carrier segment. Previously, their percentile was 81 percent, but with the segment change the motor carrier's percentile is now 63 percent.
- We will also adjust the HM Compliance BASIC's Intervention Threshold from 80 percent to 90 percent to reflect its lower correlation to crash risk.

SLIDE 29: MORE EFFECTIVELY IDENTIFYING DRIVER SAFETY PROBLEMS RELATED TO OOS**Speaker: Dave Yessen**

- Finally, as part of our proposed SMS enhancements, we will move operating while out-of-service violations that occurred in other BASICs to the Unsafe Driving BASIC.
- An operating while out-of-service violation occurs when a driver continues to operate after receiving an Out-of-Service Order without correcting the out-of-service condition. Currently, FMCSA categorizes operating while out-of-service violations under the same BASIC as the initial out-of-service violation. This change will make it easier to identify driver safety problems related to out-of-service violations.

SLIDE 30: OPERATING WHILE OOS EXAMPLE CARRIER**Speaker: Dave Yessen**

- This change will move operating while out-of-service violations that occurred in other BASICs to a carrier's Unsafe Driving BASIC Violation Summary. For this example carrier, we marked a violation as "Moved from the Hours-of-Service Compliance BASIC" in its Violation Summary.
- We also marked this violation as "Moved" in this example carrier's Inspection History.
- Moving operating while out-of-service violations to the Unsafe Driving BASIC will also impact a carrier's measure in this BASIC. In this example, we updated this carrier's measure in this BASIC to reflect this change. This new Unsafe Driving BASIC measure will produce an updated percentile.
- Moving the operating while out-of-service violations to the Unsafe Driving BASIC will also impact a carrier's measure and percentile in the BASIC in which the violation initially occurred. We updated this example carrier's measure in the Hours-of-Service Compliance BASIC to reflect this change. The new BASIC measure will produce an updated percentile.
- Back to you, Monica.

SLIDE 31: WHAT'S NEXT: SMS PREVIEW TIMELINE**Speaker: Monica Lanos**

- Now that we've given you an overview of the proposed enhancements, let's talk about what's next for the preview.
- We are committed to evolving and enhancing the SMS in response to new technology, analysis, and stakeholder feedback. This preview is no different. It includes a transparent public process to collect your input before we implement these enhancements.
- We started with the field. In September 2015, we released an enforcement preview to introduce the field to the proposed changes and ensure that they have the tools to help guide you through the preview.

- In October 2016, we announced the public preview and a 60-day comment period in a follow-on Federal Register Notice. During the comment period, be sure to take this opportunity to provide your feedback on the proposed enhancements.
- To support the preview, we will also hold four question-and-answer sessions where participants can ask questions on the proposed enhancements and the preview and get answers in real time from subject matter experts. Before joining the online Q&A session, we encourage you to review the slides and transcript of this presentation. We want to hear from you. You can also submit preview questions ahead of time via our CSA Feedback form. The link is up on this slide.
- Finally, after careful consideration of all feedback from the preview, we plan to implement these enhancements following the completion of the Correlation Study required by Section 5221 of the FAST Act.

SLIDE 32: FREQUENTLY ASKED QUESTIONS (FAQS)

Speaker: Monica Lanos

- So Dave, now I have a few questions for you.

SLIDE 33: WHERE CAN I REVIEW PRESENTATION MATERIALS?

Speakers: Monica Lanos and Dave Yessen

- Where can I review presentation materials?
- If you have additional questions following this presentation, or would just like to review the materials presented, you may visit the Help Center on the SMS [Preview] Website. Once there, you will be able to download this video, along with the slides and transcript of this presentation.

SLIDE 34: WHY DID FMCSA PROPOSE THESE CHANGES TO THE SMS METHODOLOGY?

Speakers: Monica Lanos and Dave Yessen

- Thanks, Dave. And tell me, why did FMCSA propose these changes to the SMS methodology?
- That's a good question. 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.
- That's why we propose enhancements to the SMS that put our SMS Effectiveness Test and stakeholder input to work to more effectively prioritize for intervention those motor carriers that pose the greatest safety risk. These enhancements to the SMS will allow us to sharpen our focus on carriers with high crash rates, focus our investigative resources on carriers with more crash involvement, more accurately account for the carriers that are driving on our roads the most, and more effectively identify driver safety problems and HM compliance problems.

SLIDE 35: WHERE CAN I GET MORE DETAILED INFORMATION ON THE PROPOSED ENHANCEMENTS?**Speakers: Monica Lanos and Dave Yessen**

- Where can I get more detailed information on the proposed enhancements?
- For more detailed information about the proposed enhancements, you may review the Foundational Document, which can be found in the Help Center on the SMS Preview Website at [spelled out] <https://csa.fmcsa.dot.gov/SMSPreview/HelpCenter/Index.aspx>
- You may also review the Federal Register Notice and submit your comments at [spelled out] <https://www.federalregister.gov/>

SLIDE 36: WHAT SHOULD MOTOR CARRIERS AND THE PUBLIC DO DURING THE PREVIEW OF THE PROPOSED SMS METHODOLOGY ENHANCEMENTS?**Speakers: Monica Lanos and Dave Yessen**

- So what should motor carriers and the public do during the preview of the SMS methodology proposed enhancements? I mean what do we really expect folks to be doing at this time?
- Yeah, that's another good question. During the preview, what we encourage our stakeholders to do is first submit comments on the proposed SMS enhancements via the Federal Docket Website. Again that's [spelled out] <https://www.federalregister.gov>
- We also encourage everyone to, you know, try the "Tour This Change" feature, which you described earlier. It provides detailed information on each of the proposed enhancements.
- And finally, visit the Help Center to download preview resources, browse these Frequently Asked Questions, and learn how to get started on the preview site.
- Sounds like a great resource.

SLIDE 37: CAN A MOTOR CARRIER STILL SEE ALL OF ITS SMS DATA?**Speakers: Monica Lanos and Dave Yessen**

- Can a motor carrier still see all of its SMS data?
- Absolutely. To view your current SMS data, motor carriers may still log in through the SMS Website. That's [spelled out] <http://ai.fmcsa.dot.gov/sms>
- To view how their data would be affected by these proposed enhancements, motor carriers may log on to the SMS Preview Homepage at [spelled out] <https://csa.fmcsa.dot.gov/SMSPreview>

SLIDE 38: SMS PREVIEW WEBSITE: ADDITIONAL RESOURCES**Speakers: Monica Lanos and Dave Yessen**

- So Dave, tell me where can I find any additional resources?
- For additional resources about the proposed enhancements, like we said, you can visit the SMS Preview Help Center. Here you will find the Frequently Asked Questions, a glossary of key terms with user-friendly definitions, and the Foundational Document which is, you know, a detailed description of all the proposed enhancements.
- You may also review the Federal Register Notice for more information on the proposed enhancements and to submit your comments.
- If you are not able to find an answer to your question in the Help Center, please contact our CSA InfoLine Team at 1-877-254-5365 or by filling out the online form on the CSA Website at [spelled out] http://csa.fmcsa.dot.gov/CSA_Feedback.aspx

SLIDE 39: HELP US BUILD A NATIONWIDE COMMITMENT TO SAFETY**Speakers: Monica Lanos and Dave Yessen**

- FMCSA offers many tools that can help you Get Road Smart about safety performance and compliance.
- Here are some ways you can use the SMS Website and other resources on the CSA Website to join FMCSA in building a nationwide commitment to safety:
- Educate yourself and your employees about CSA by printing and distributing Get Road Smart factsheets, posters, pocket cards, brochures and a BASIC Visor Card.
- These educational materials are available in the Help Center on the CSA Website.
- You may also order the posters, pocket cards, brochures, and the BASIC Visor Card by phone at 1-877-254-5365 or via the CSA Feedback Form. The link to the form is shown on the previous slide. And it's [spelled out] http://csa.fmcsa.dot.gov/CSA_Feedback.aspx

SLIDE 40: HELP US BUILD A NATIONWIDE COMMITMENT TO SAFETY, CONT.**Speakers: Monica Lanos and Dave Yessen**

- Thanks for that information, Monica. You can also advance our commitment to safety by regularly reviewing your safety data to make sure it is accurate and up to date.
- Review your safety data and strengthen your company's safety record by routinely visiting the SMS Website.
- Question potentially incorrect data by submitting a Request for Data Review (RDR) via DataQs at [spelled out] <https://dataqs.fmcsa.dot.gov>
- And make sure that you update your MCS-150 form and your Vehicle Miles Travelled data.

SLIDE 41: THE SMS METHODOLOGY ENHANCEMENTS AND SMS PREVIEW

Speaker: Monica Lanos

- Thank you for viewing this presentation on the SMS methodology enhancements and the preview. If you have any additional questions, please feel free to contact us at FMCSA. Thank you.

[End of Video Presentation]