



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



Compliance ★ Safety ★ Accountability

# PRIORITIZATION PREVIEW

# Safety is FMCSA's top priority and core mission.

## FMCSA...

- Invests in sound data and analysis
- Equips motor carriers with the proactive tools needed to improve their safety compliance
- Uses SMS to identify behaviors most closely linked to crashes and prioritizes interventions
- Focuses resources where they will have the greatest impact to prevent crashes

Still, more than 4,000 people die in large truck and bus crashes each year.

**We can and must do more.**

Source: FMCSA Pocket Guide to Large Truck and Bus Statistics (taken from NHTSA, FARS)





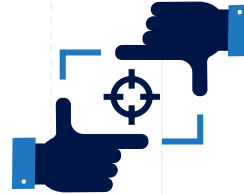
With input from all stakeholders—government at all levels, industry, researchers, safety advocates, and the public—**FMCSA has identified a set of changes that build on the sound design of the SMS.**

# These changes continue our commitment to improve...



## FAIRNESS

Ensuring greater consistency in results by holding similar carriers to the same standard, regardless of how their safety issues are documented.



## ACCURACY

Continually improving the quality of the data we use to stay focused on the motor carriers in most need of intervention.



## CLARITY

Helping motor carriers better understand their results and how to use them to adopt safer behaviors.

The crash rate for carriers prioritized using the new methodology is **10% higher** than under SMS.

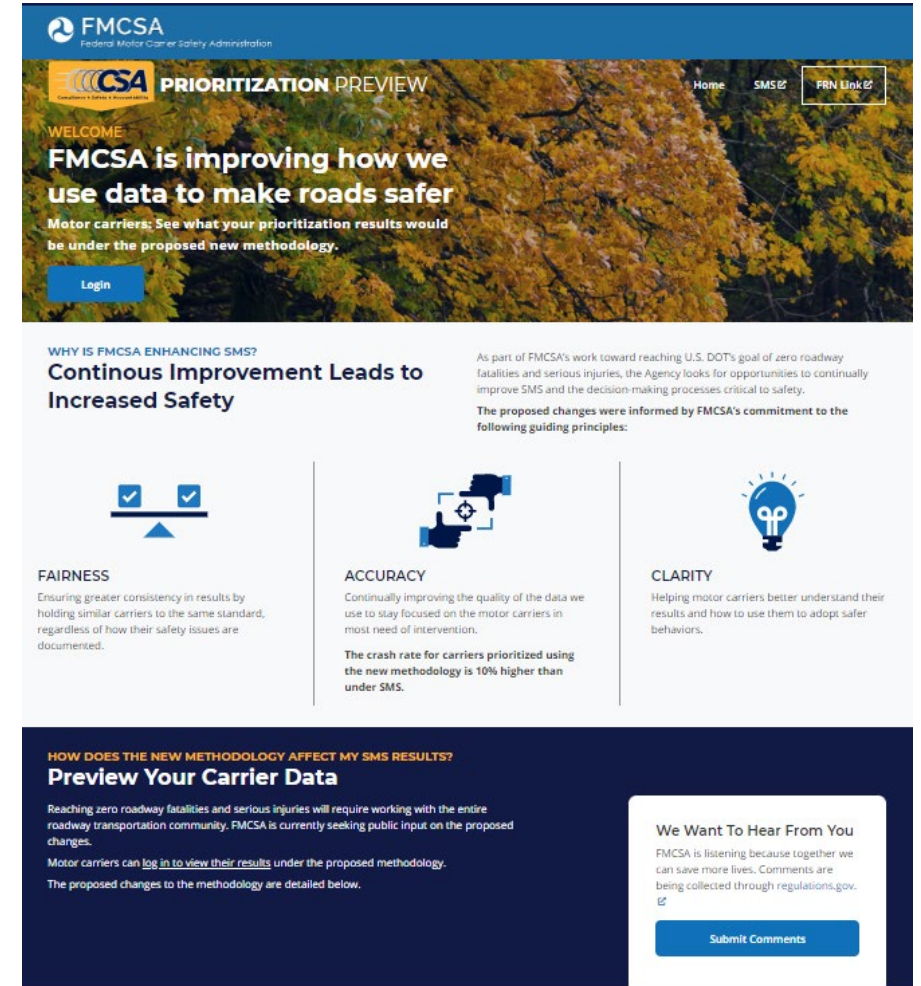


**FMCSA is launching the CSA Prioritization Preview**  
to engage stakeholders in a review and comment  
period to receive feedback on the proposed changes.



## CSA Prioritization Preview is...

- A website that explains the proposed changes to motor carriers and other stakeholders.
- An opportunity for motor carriers to log in and view what their prioritization results would be under the proposed methodology.
- Intended to gather feedback from stakeholders for FMCSA to consider as it finalizes the methodology, and how it is used to prioritize carriers for intervention.



The screenshot shows the FMCSA Prioritization Preview website. The header includes the FMCSA logo and navigation links for Home, SMS, and FRN Link. The main content area features a welcome message: "FMCSA is improving how we use data to make roads safer. Motor carriers: See what your prioritization results would be under the proposed new methodology." Below this is a "Login" button. The page is divided into three columns under the heading "WHY IS FMCSA ENHANCING SMS? Continuous Improvement Leads to Increased Safety".

**WHY IS FMCSA ENHANCING SMS?**  
**Continuous Improvement Leads to Increased Safety**

As part of FMCSA's work toward reaching U.S. DOT's goal of zero roadway fatalities and serious injuries, the Agency looks for opportunities to continually improve SMS and the decision-making processes critical to safety. The proposed changes were informed by FMCSA's commitment to the following guiding principles:

- FAIRNESS**  
Ensuring greater consistency in results by holding similar carriers to the same standard, regardless of how their safety issues are documented.
- ACCURACY**  
Continually improving the quality of the data we use to stay focused on the motor carriers in most need of intervention. The crash rate for carriers prioritized using the new methodology is 10% higher than under SMS.
- CLARITY**  
Helping motor carriers better understand their results and how to use them to adopt safer behaviors.

**HOW DOES THE NEW METHODOLOGY AFFECT MY SMS RESULTS?**  
**Preview Your Carrier Data**

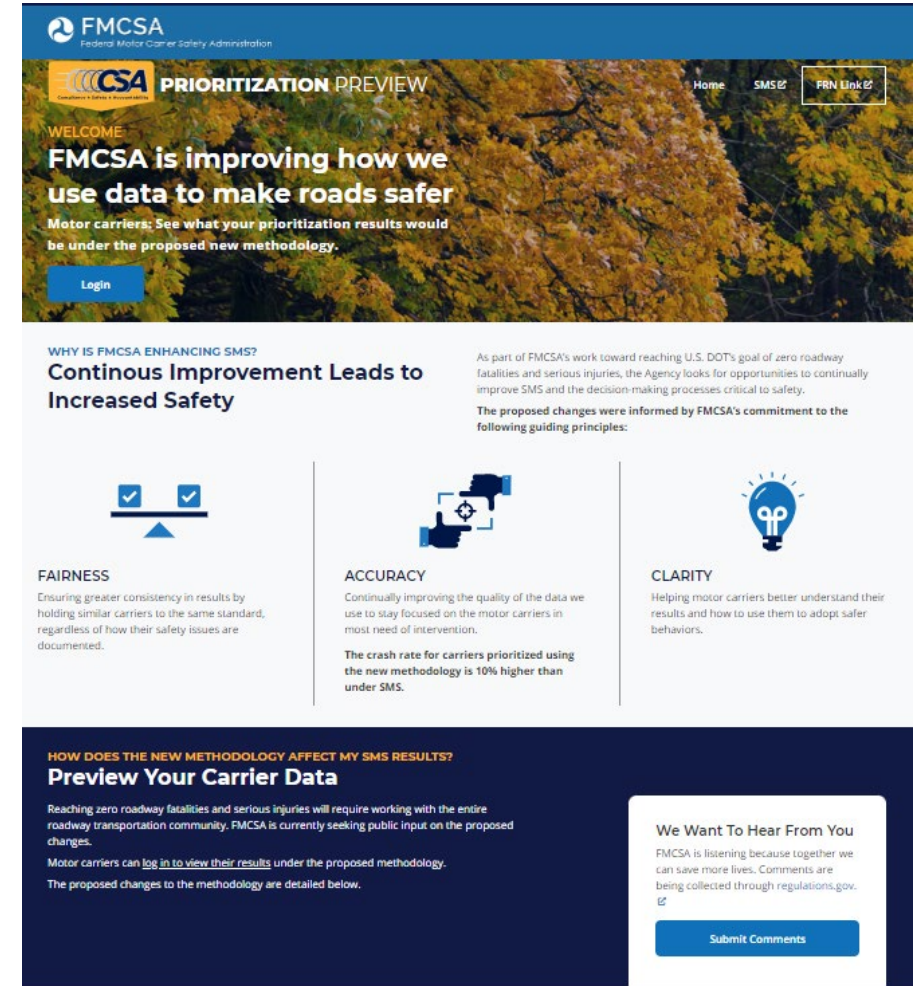
Reaching zero roadway fatalities and serious injuries will require working with the entire roadway transportation community. FMCSA is currently seeking public input on the proposed changes. Motor carriers can [log in](#) to view their results under the proposed methodology. The proposed changes to the methodology are detailed below.

**We Want To Hear From You**  
FMCSA is listening because together we can save more lives. Comments are being collected through [regulations.gov](#).

[Submit Comments](#)

# CSA Prioritization Preview is NOT...

- A replacement of SMS.
  - The preview does not include all the same features and functionality as SMS.
  - SMS continues to be used during the preview to prioritize carriers for intervention and display actual prioritization results.



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**FMCSA**  
Federal Motor Carrier Safety Administration

**CSA** PRIORITIZATION PREVIEW

Home SMS FRN Link

WELCOME

**FMCSA is improving how we use data to make roads safer**

Motor carriers: See what your prioritization results would be under the proposed new methodology.

Login

**WHY IS FMCSA ENHANCING SMS?**

**Continous Improvement Leads to Increased Safety**

As part of FMCSA's work toward reaching U.S. DOT's goal of zero roadway fatalities and serious injuries, the Agency looks for opportunities to continually improve SMS and the decision-making processes critical to safety.

The proposed changes were informed by FMCSA's commitment to the following guiding principles:

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Continually improving the quality of the data we use to stay focused on the motor carriers in most need of intervention.  
The crash rate for carriers prioritized using the new methodology is 10% higher than under SMS.

**CLARITY**  
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**HOW DOES THE NEW METHODOLOGY AFFECT MY SMS RESULTS?**

**Preview Your Carrier Data**

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# CSA Prioritization Preview

- Summarizes the proposed changes and explains how they will enable FMCSA to improve safety
- To learn more about the proposed changes:
  - Visit the CSA Prioritization Preview website
  - Download the Preview Resources

The new methodology makes it easier to identify and address the root causes of safety issues – before crashes can happen.

### WHAT IS NEW ABOUT THIS METHODOLOGY?

## Enhancing SMS to Improve Safety

Click the boxes below to learn about each proposed change, or watch this video demonstration.

**REORGANIZED "BASICS"**

Reorganizing the Vehicle Maintenance and Unsafe Driving BASICS, now called "safety categories," to focus on motor carriers with higher crash rates and more accurately pinpoint unsafe behaviors.

**REORGANIZED ROADSIDE VIOLATIONS**

Reorganizing roadside violations into 116 violation groups of similar safety behaviors to prevent inconsistencies that occur when multiple violations are cited for a single or very similar underlying issue.

**SIMPLIFIED SEVERITY WEIGHTS**

Simplifying violation severity weights to adopt a more straightforward approach.

**IMPROVED INTERVENTION THRESHOLDS**

Adjusting the Intervention Thresholds for three safety categories to focus on carriers with the highest crash rates.

**PROPORTIONATE PERCENTILES**

Eliminating large percentile changes that occur for non-safety related reasons to more precisely indicate how a motor carrier's performance is trending from month to month.

**GREATER FOCUS ON RECENT VIOLATIONS**

Only calculating percentiles for motor carriers with violations cited within the last 12 months to focus on carriers with more recent safety issues.

**UPDATED UTILIZATION FACTOR**

More accurately accounts for on-road exposure for motor carriers with the most Vehicle Miles Traveled (VMT) per vehicle.

**NEW SEGMENTATION**

Extending segmentation of carriers by operation and vehicle type to additional safety categories to improve carrier-to-carrier comparisons.

**ACCOUNTING FOR NOT PREVENTABLE CRASHES**

Continuing to incorporate results from Crash Preventability Determination Program into the prioritization methodology.


**View Data From an Example Carrier**

- [View an example carrier online](#)
- [Download a print version](#)

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### TIMELINE

#### Phase 1: Prioritization Preview



FMCSA engages enforcement and industry stakeholders in an inclusive process to improve safety compliance and prevent CMV crashes. Motor carriers can log in to see if they would be prioritized under the new methodology. Motor carriers and other stakeholders may submit public comments about the proposed changes described above via [regulations.gov](mailto:regulations.gov).

PHASE 1      PHASE 2      PHASE 3



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### LEARN MORE

#### Preview Resources

**What's Changing?**

A side-by-side comparison of the current SMS methodology and the proposed changes.

[Download](#)

**Proposed Changes Guide**

A print-ready summary of all the proposed changes to new methodology, as listed above.

[Download](#)

**Foundational Document**

The full analysis behind the proposed changes to the new methodology.

[Download](#)

**Violation Groups**

A list of all violations used in the proposed methodology sorted by violation group and safety category.

[Download](#)

# Proposed Changes to SMS methodology


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- **Reorganized BASICS (now called “safety categories)**  
Controlled Substances/Alcohol being merged into Unsafe Driving; splitting Vehicle Maintenance into VM and VM: Driver Observed
- **Reorganized Roadside Violations**  
959 violations grouped into 116 Violation Groups that identify the same underlying safety issue; all violations in an inspection will be grouped, counted once per group for calculating percentiles
- **Simplified Severity Weights**  
Replacing 1-10 scale with 2-value scale: “2” for Violation Groups that have an OOS or Driver Disqualifying violation, “1” for all others
- **Greater Focus on Recent Violations**  
No percentile calculated for carriers who go 12 months without a violation in that safety category

# Proposed Changes to SMS methodology

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- **Improved Intervention Thresholds**  
Adjusting the percentiles for Driver Fitness and HM Compliance safety categories
- **Proportionate Percentiles**  
No longer relying on safety event groups to determine which carriers to compare a carrier to; instead, will create a custom group based on exact number of safety events, leading to fewer fluctuations and more precise, accurate percentiles
- **Updated Utilization Factor**  
Adapt to recent trends, more accurately accounts for on-road exposure
- **New Segmentation**  
Retains segments from SMS, adds new segments for HM Compliance (Cargo Tank or Non-Cargo Tank) and Driver Fitness (Straight or Combination)
- **Accounting for Not Preventable Crashes**  
Not a change from SMS – continue to exclude crashes determined by FMCSA to be not preventable by the Crash Preventability Determination Program



**When it comes to  
improving safety,  
every voice counts.**

**FMCSA is listening.  
Because together,  
we can do more.**

# When will these changes be incorporated into the SMS methodology and “go live?”





# Do the proposed changes currently affect:

- DataQs procedures?
- Inspection Selection System (ISS) results?
- Safety Fitness Determinations?
- What data is available to the public versus motor carriers only?

# What happened to Item Response Theory (IRT)?

# Will crashes found Not Preventable as part of the Crash Preventability Determination Program be treated the same as they are under SMS?

**Crash Preventability Determination Program website:**

<https://www.fmcsa.dot.gov/crash-preventability-determination-program>

# What is the difference between these two safety categories?

**Vehicle Maintenance**



**Vehicle Maintenance:  
Driver Observed**



# What happened to the Controlled Substances & Alcohol BASIC?



**Controlled Substances  
and Alcohol Violations**

**Unsafe Driving  
Safety Category**



# Does the proposed methodology address differences in carrier size and operation type?

(small carriers, large carriers, Hazardous Materials [HM] Cargo Tank carriers)

# Q&A



# Key Takeaways

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Visit the CSA  
Prioritization  
Preview website



Learn about  
the proposed  
changes



Log in and view what  
your carrier's results  
would be under the  
new methodology



Submit your feedback to  
the public docket on  
regulations.gov  
**by May 16, 2023**

<https://csa.fmcsa.dot.gov/prioritizationpreview>

<https://www.regulations.gov/docket/FMCSA-2022-0066/document>

## Contact Us

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### CSA Help Line

- Ask questions on how to read and understand the preview website
- 877-688-2984 or [https://csa.fmcsa.dot.gov/CSA\\_Feedback.aspx](https://csa.fmcsa.dot.gov/CSA_Feedback.aspx)

Feedback on the proposed changes can be collected through the public docket on [regulations.gov](https://www.regulations.gov) only.