



**House Concurrent Resolution 8  
House Transportation and Public Safety Committee  
April 2, 2019**

Chairman Green, Vice-Chairman McClain, Ranking Member Sheehy, and members of the House Transportation and Public Safety Committee, my name is Tom Balzer, President & CEO of the Ohio Trucking Association and the Ohio Association of Movers. Collectively, we represent over 1,000 trucking, moving, logistics, and warehouse companies and allied vendor members. I would like to thank you for this opportunity to allow me to present my testimony in support of House Concurrent Resolution 8, which would urge the Federal Motor Carrier Safety Administration (FMCSA) to apply only crashes, which are the fault of the driver, in calculating scores for the Safety Measurement System (SMS).

The SMS is a program developed by the FMCSA in 2010 to track the safety performance of motor carriers in seven areas or BASICs. Those seven BASICs are:

- ✓ Unsafe Driving
- ✓ Crash Indicator
- ✓ Hours-of-Service Compliance
- ✓ Vehicle Maintenance
- ✓ Controlled Substances/Alcohol
- ✓ Hazardous Materials Compliance
- ✓ Driver Fitness

It is the Crash Indicator BASICs that has been one of the areas that is problematic to the industry. So problematic that the FMCSA removed the BASIC from public view. The problem was that this BASIC is calculated on all crashes regardless of fault. Someone rear ends you while you are at a stop light or a drunk driver broad sides you are both real life examples that negatively impacts a trucking company's Crash Indicator BASIC, even though each has nothing to do with the actual safety record of the trucking company or driver.

The most dramatic example of this unfair evaluation system happened in 2015 in Cincinnati when the Hopple Street bridge collapsed onto Interstate 75. A bridge literally fell out of the sky onto a truck, and FMCSA penalized that trucking company's SMS score.

Mr. Chairman, this concludes my testimony, I would be happy to answer any questions.

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