



## **Biennial Inspection of Terminals (BIT)**

The California Commercial Motor Vehicle Safety Act of 1988, commonly referred to as the BIT program, was enacted by the California Legislature in an effort to encourage safety. Primarily, the intent is to ensure every truck terminal throughout the state is inspected by the CHP on a regular basis, thereby creating a level playing field for all motor carriers statewide.

### **At Issue:**

The Governor's Budget 2007-08 proposes to increase the number of truck terminals inspections conducted by the California Highway Patrol (CHP) in the Biennial Inspection of Terminals program. The budget also proposes a new fee structure to make the program self-financed. The proposal will add 55 Motor Carrier Specialist 1 and proposes the attached fee structure.

### **CTA Concerns:**

- There is no proposal to handle the "backlog" of inspections or accomplish a 100% inspection rate with the requested additional MCS.
- There is no proposal for non-enrolled to be captured and inspected.
- Small trucking companies will pay more per truck inspection than larger trucking companies.
- The proposed fee structure will no longer have a reduced renewal fee.
- Currently there is ambiguity in section 34501.12 as it relates to the leasing of equipment and who is responsible for the BIT inspection.

### **What does CTA Want?**

The California Trucking Association is ready to assist in the development of solutions to the BIT program that will level the field for all California motor carriers. CTA also wants to see that a solution is reached that clarifies the relationship and responsibilities for every motor carrier in the BIT program.

Julie Sauls  
Vice President, Legislative Affairs  
916-373-3548

April 4, 2007