

PROGRAM DESCRIPTION

Department of Transportation

HB Section: 4.450, 4.465

Program Name: Motor Carrier Safety Assistance Program

Program is found in the following core budget(s): Safety and Operations

1a. What strategic priority does this program address?

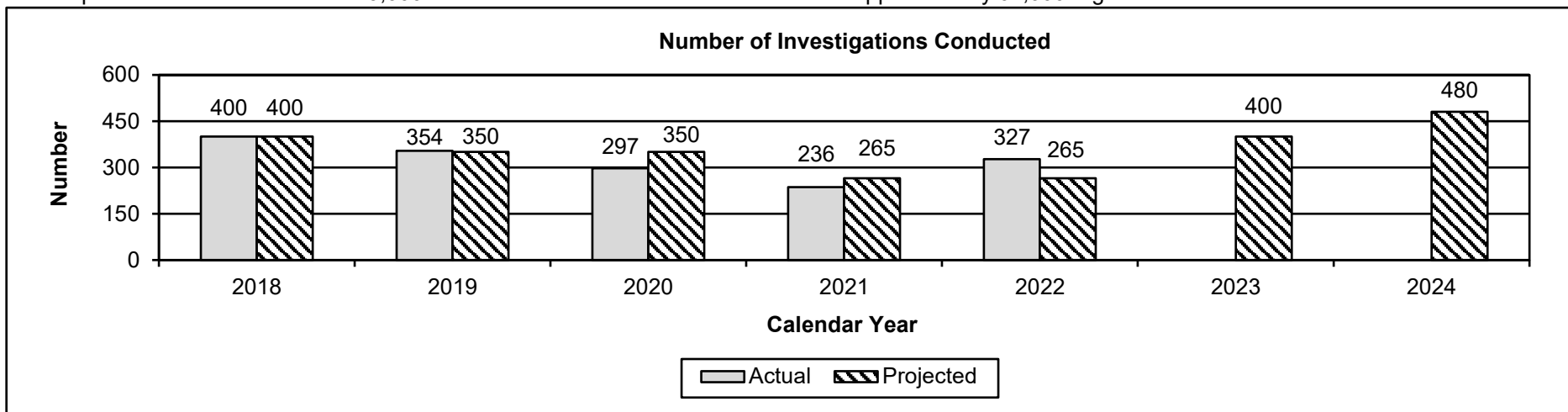
Safety - moving Missourians safely

1b. What does this program do?

The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides financial assistance to states and local entities to help reduce the number and severity of crashes involving commercial motor vehicles (CMVs). This program promotes safety in the motor carrier industry through enforcing rules, regulations, standards and out-of-service orders applicable to CMV safety. The activities performed to achieve the mission of the program include roadside CMV inspections, compliance investigations, motor coach inspections, safety compliance audits, traffic enforcement of CMVs and passenger vehicles around CMVs, drug interdiction, data collection and reporting, and education, which includes a statewide media campaign. MoDOT is the lead agency for MCSAP but a portion of the grant funds goes directly to Missouri State Highway Patrol for commercial vehicle enforcement.

2a. Provide an activity measure(s) for the program.

The department serves more than 29,000 commercial motor vehicle businesses with approximately 61,000 registered commercial trucks.



An investigation is an examination of motor carrier operations, such as a driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. The 2023 and 2024 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA), of which the performance period is based on the State fiscal year.

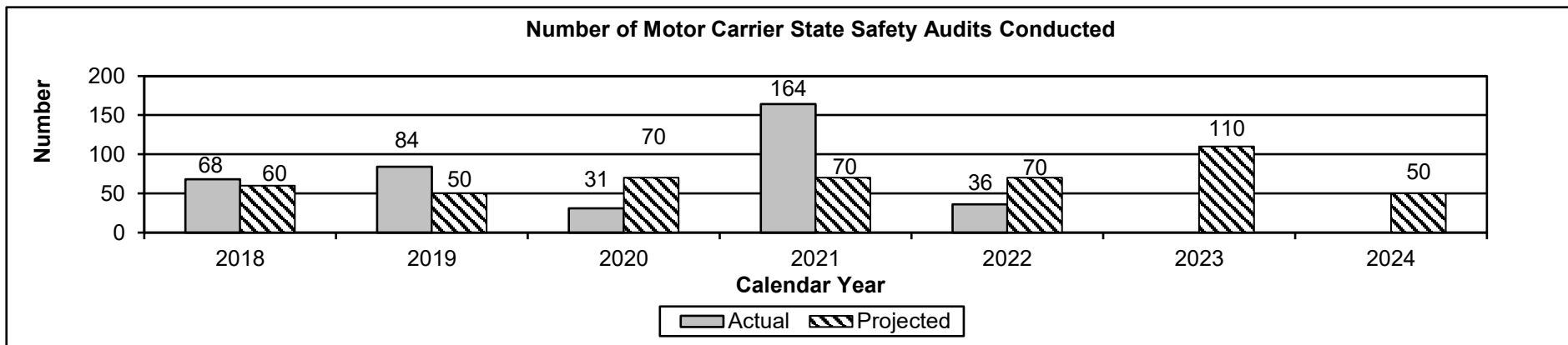
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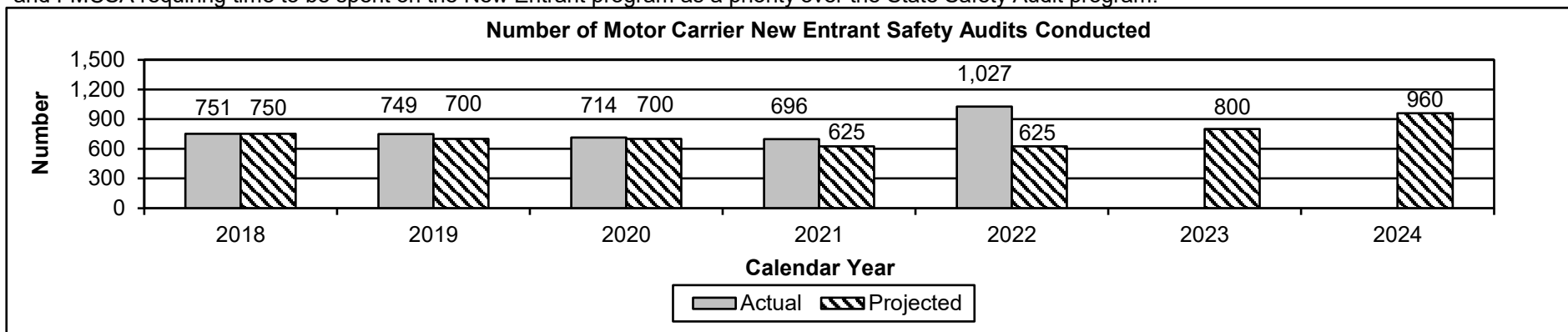
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A state safety audit is an educational contact and examination of the motor carrier operators who apply for intrastate authority from MoDOT Motor Carrier Services. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management. The 2023 and 2024 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA), of which the performance period is based on the State fiscal year. The calendar year 2022 actual is lower than projected due to the extensive amount of New Entrant inventory and FMCSA requiring time to be spent on the New Entrant program as a priority over the State Safety Audit program.

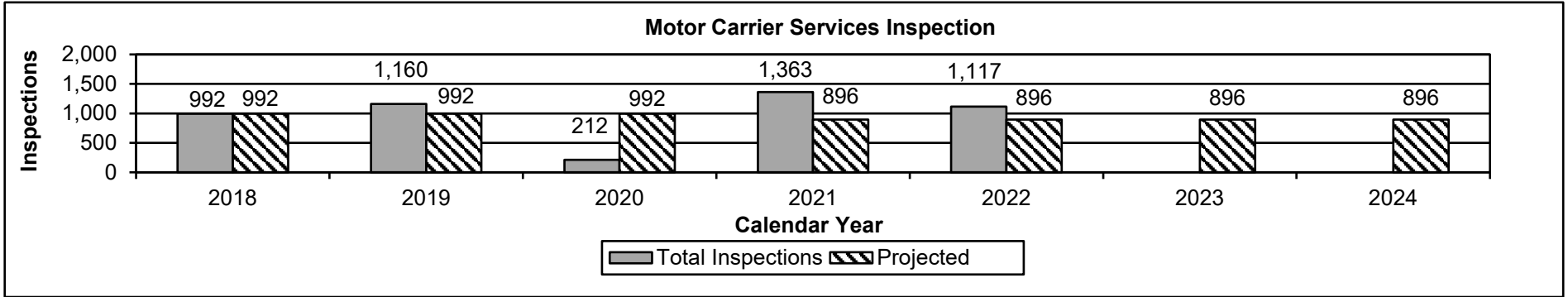


A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls. The 2023 and 2024 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA), of which the performance period is based on the State fiscal year.

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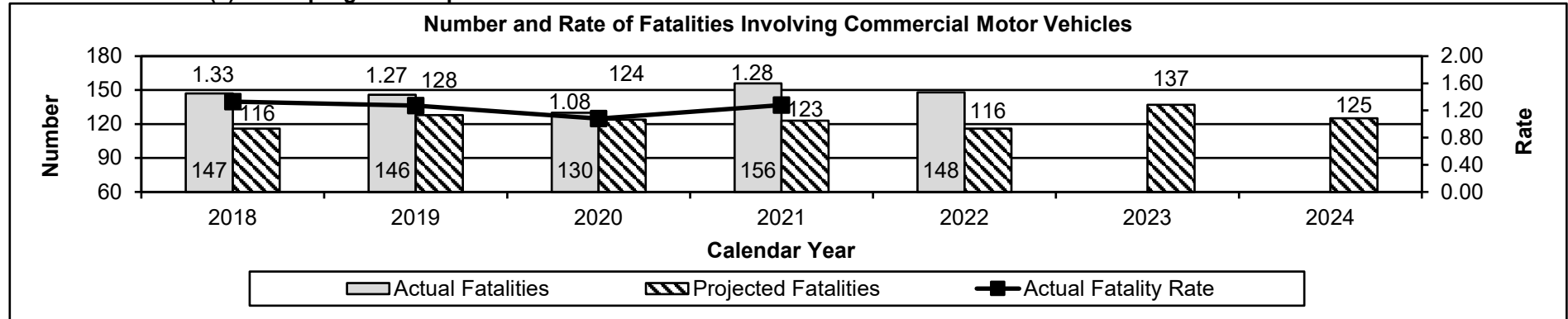
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2b. Provide a measure(s) of the program's quality.



This chart shows the number of MCS inspections conducted by MoDOT MCS. The projections are based on the current number of MCS investigators and the number of investigations required to maintain certification. Calendar year 2020 is lower than projected due to delays caused by the COVID-19 pandemic.

2c. Provide a measure(s) of the program's impact.



The crash rate shows the annual fatality rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of fatalities in 2021 was calculated by dividing 156 fatalities by 12.1 billion VMT and multiplying by 100 million. The fatality projections for 2023 and 2024 are based on a 7.10 percent and 9.30 percent improvement rate from the previous year's projection, respectively. The calendar year 2022 actual is preliminary and is subject to change.

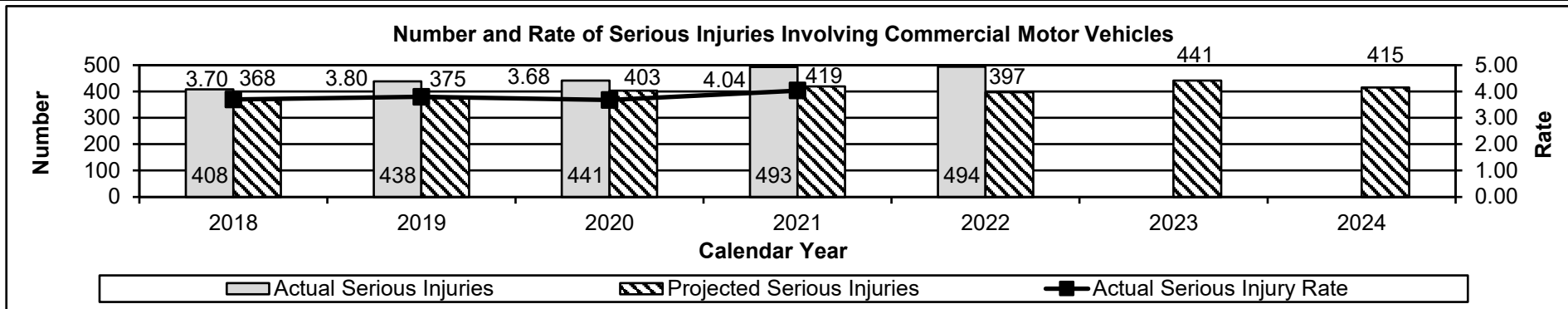
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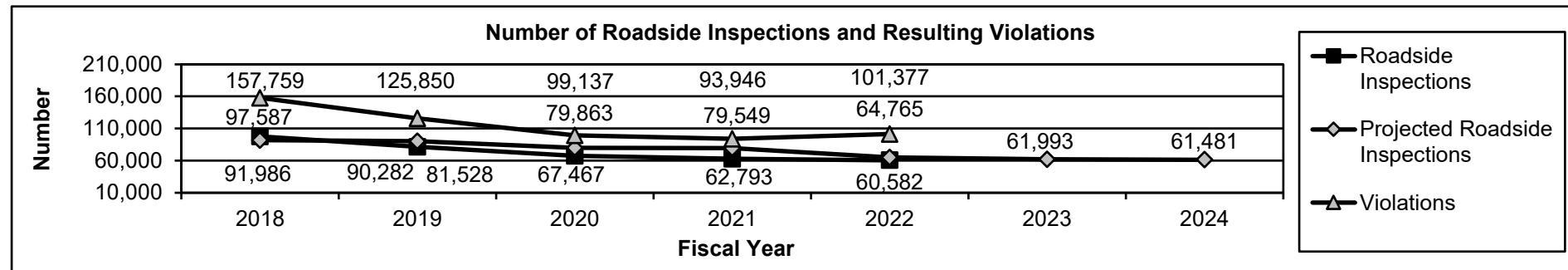
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The crash rate shows the annual serious injury rates per one hundred million vehicle miles traveled (VMT) by commercial motor vehicles. For example, the rate of serious injuries in 2021 was calculated by dividing 493 serious injuries by 12.1 billion VMT and multiplying by 100 million. The serious injury projections for 2023 and 2024 are based on a 5.56 percent and 5.88 percent improvement rate from the previous year's projection, respectively. The calendar year 2022 actual is preliminary and is subject to change.

2d. Provide a measure(s) of the program's efficiency.

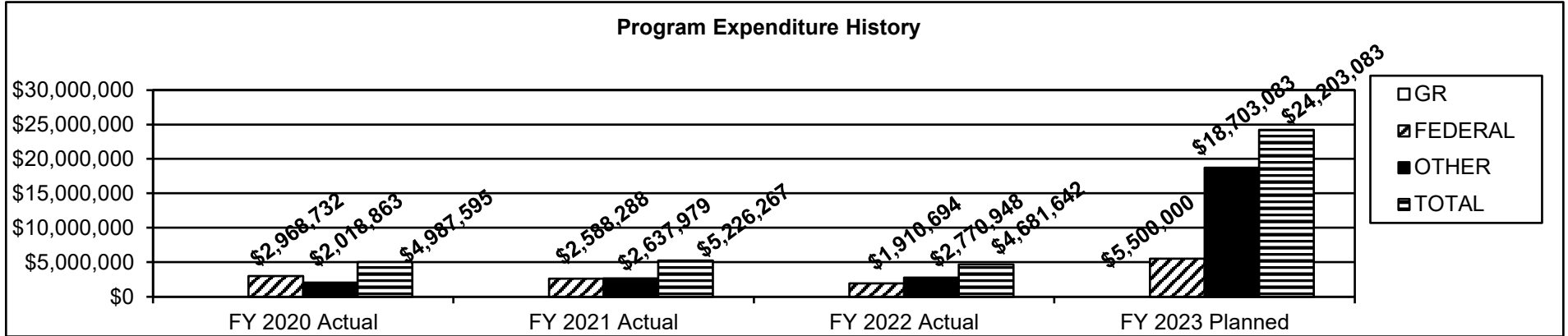


Roadside inspections are examinations of commercial motor vehicles (CMVs) and drivers by Motor Carrier Safety Assistance Program (MCSAP) inspectors to ensure they are in compliance with the federal motor carrier safety and hazardous materials regulations. If an inspection results in serious violations, the driver will be issued an out-of-service order. These violations must be corrected before the driver or vehicle can return to service. Missouri has approximately 253 MCSAP inspectors that work in the following state and local agencies: Missouri Department of Transportation, Missouri State Highway Patrol, Kansas City Police Department, St. Louis Metropolitan Police Department and St. Louis County Police Department. The 2023 and 2024 projections are the department's commitment to the Federal Motor Carrier Safety Administration (FMCSA) as submitted in the Commercial Vehicle Safety Plan (CVSP).

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3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



4. What are the sources of the "Other" funds?

State Road Fund (0320)

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 311-317

6. Are there federal matching requirements? If yes, please explain.

Yes, local entities must provide 15 percent match of cash or in-kind.

7. Is this a federally mandated program? If yes, please explain.

No