

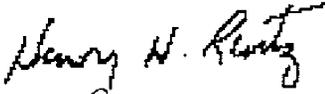
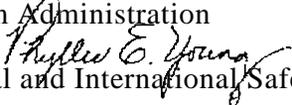


U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: INFORMATION: Federal-Aid Funding of Truck
Safety Inspection Facilities

Date: June 4, 1999

From: Henry H. Rentz 
Director of Program Administration
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Reply to
Attn. of: HIPA
HMSP

To: Resource Center Directors
Division Administrators
State Directors, Office of Motor Carrier and Highway Safety

The following sets forth our position regarding the use of Federal-aid highway funds for truck safety inspection facilities.

Surface Transportation Program (STP) Funding

Truck safety inspection capital improvements are considered a "safety program" under 23 U.S.C. 133(b)(4). Therefore, STP funds may be used to acquire right-of-way; and construct access lanes, vehicle storage areas, signing, lighting, and the inspection building for a truck safety inspection station adjacent to any public highway. A truck safety inspection station may be co-located with a weigh station or may be at a site independent of a weigh station. Truck safety inspection equipment and operating costs *are not* eligible for STP funds.

National Highway System (NHS) Funding

Since 23 U.S.C. 103(b)(6) does not provide eligibility for use of NHS funds for "safety programs" in general, the use of NHS funds for truck safety inspection capital improvements is more restrictive than that discussed for STP funds. In accordance with previous eligibility determinations, NHS funds may be used as follows:

- To acquire right-of-way for and construct access lanes, vehicle storage areas, signing, and lighting for a truck safety inspection station located on a NHS route, both when co-located with a weigh station or at a site independent of a weigh station

- To construct an inspection building for a truck safety inspection station located on a NHS route but *only* if the truck safety inspection station is co-located with a weigh station.
- Truck safety inspection equipment and operating costs *are not* eligible for NHS funds.

The leveraging of the Federal-aid funds with the grants States receive under the Motor Carrier Safety Assistance Program (MCSAP) and other Transportation Equity Act for the 21st Century (TEA-21) discretionary programs, should provide the States with the best opportunity to expand their enforcement capabilities. In particular, border States may use STP funds to supplement any funds they receive under the Coordinated Border Infrastructure Program (Section 1119) to build inspection facilities and establish a more permanent enforcement presence near the border.

Division Administrators and State Directors should work with the States to promote interagency cooperation and coordination in the development of their infrastructure and safety programs to ensure that commercial motor vehicle inspection facilities and projects are appropriately considered in their application for Federal funds.

Questions concerning this memorandum may be directed to Jim Overton in Program Administration at 202-366-4653 or Tom Kozlowski in National and International Safety Programs at 202-366-4049.