



MISSOURI

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

**Fiscal Years 2023 - 2025
Annual Update FY 2024**

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2024:

Multi-Year plans- All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans- States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

In Missouri, the Motor Carrier Safety Assistance Program (MCSAP) is administered and overseen at the state level by the Missouri Department of Transportation (MoDOT), specifically MoDOT's Highway Safety and Traffic (HST) Division.

The mission of Missouri's MCSAP is to reduce the number of crashes, fatalities, injuries, and property damage involving Commercial Motor Vehicles (CMVs). Fulfilling this mission requires strong partnerships between MoDOT and the local subrecipients.

The goals of Missouri's MCSAP include:

- Maintain a heightened level of motor carrier compliance of the FMCSA regulations by conducting driver and vehicle inspections, traffic enforcement, investigations, and new entrant safety audits;
- Provide excellent public education and outreach; and
- Sustain timely and accurate data collection and reporting processes.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Within Missouri, the MCSAP funds are utilized in line with the state fiscal year, which starts July 1 and ends June 30. Therefore, the FY 2023 MCSAP funds will be awarded July 1, 2023, the FY 2024 MCSAP funds will be awarded July 1, 2024, and the FY 2025 MCSAP funds will be awarded July 1, 2025.

FY 2024 Update - The following describes Missouri's anticipated CMV program for purposes of FY 2024:

MISSOURI DEPARTMENT OF TRANSPORTATION (LEAD AGENCY)

The Missouri Department of Transportation (MoDOT) is designated by the Governor of Missouri as the lead agency for the MCSAP. MoDOT is the state department responsible for Missouri's transportation system.

There are two divisions within MoDOT involved in fulfilling the MCSAP mission:

- FY 2024 Update** - MoDOT - Highway Safety and Traffic (HST) Division is authorized 1 full-time civilian Commercial Motor Vehicle Program Manager (MCSAP Coordinator) responsible for the planning, implementation, and administration of Missouri's MCSAP. The Commercial Motor Vehicle Program Manager is also involved in CMV-related public education and outreach activities. This position is reimbursed by MCSAP. The HST Division also employs 1 full-time civilian Senior System Management Specialist responsible for the extraction, analysis, and reporting of crash data to support MoDOT and its safety partners, but this position is not reimbursed by MCSAP. Instead, this position attributes to MoDOT's Maintenance of Effort (MOE).
- FY 2024 Update** - MoDOT - Motor Carrier Services (MCS) Division, specifically the Safety and Compliance section, is authorized 24 full-time civilian CVSA certified investigators (4 Investigations Supervisors and 20 Investigators) responsible for conducting carrier compliance investigations and new entrant safety audits. These same investigators also conduct Level V vehicle inspections at motor carrier terminals and destinations. These positions are reimbursed by MCSAP. In addition to the investigators, administrative personnel include the MCS Investigations

Administrator, Program Manager, 3 Investigations Specialists, Senior Technician, and 2 Senior Administrative Assistants. These administrative positions are also reimbursed by MCSAP when the personnel are performing MCSAP-related functions. In addition to the investigative responsibilities, MCS is involved in CMV-related public education and outreach activities and is the entity responsible for ITD and PRISM within Missouri. The MCS Director is reimbursed by MCSAP when performing MCSAP-related functions and is also attributed to MoDOT's MOE for time supporting MCSAP functions that aren't reimbursed by MCSAP, but the MCS Assistant Director is only attributed to MoDOT's MOE. MCS is also assigned a Senior Financial Services Specialist from the Financial Services (FS) Division responsible for financial accounting and reporting for MCS. This position is reimbursed by MCSAP when performing MCSAP-related functions but is also attributed to MoDOT's MOE for time supporting MCSAP functions that aren't reimbursed by MCSAP.

MISSOURI STATE HIGHWAY PATROL (SUBRECIPIENT)

The Missouri State Highway Patrol (MSHP) provides the primary enforcement of all traffic laws in all areas of the state (with the exception of municipal boundaries) and is responsible for the investigation of traffic crashes on all roadways. As such, members of MSHP are routinely called upon to assist municipal police agencies and sheriff's offices across the state.

In addition, the MSHP is designated, pursuant to Section 304.232 RSMo, as the approving body for the certification of law enforcement officials to enforce commercial motor vehicle traffic regulations within the State of Missouri. As such, MSHP provides the training to said officers related to CMV operations.

There are three divisions within MSHP involved in fulfilling the MCSAP mission:

- **Updated 6/27/24** - MSHP - Commercial Vehicle Enforcement Division (CVED) is responsible for enforcing the laws, rules, and regulations for the State of Missouri dealing with CMVs. In doing so, they support the mission of MSHP to promote and ensure highway safety. CVED is authorized 112 full-time and 40-50 part-time CVSA certified Commercial Vehicle Officers (CVOs) responsible for conducting CMV driver and vehicle inspections roadside and at fixed scale facilities across the State. The more experienced CVOs are also involved in CMV-related public education and outreach activities. None of these positions are reimbursed by MCSAP. CVED is also authorized 5 full-time civilian positions - 3 quality control clerks and 2 computer information technicians. These positions are reimbursed by MCSAP. The quality control clerks are responsible for data entry of all CMV inspection reports and CMV-involved crash reports. They also certify any returned CMV inspection reports verifying repairs have been made to the CMV. Additionally, they upload crash and inspection reports daily to FMCSA and conduct quality assurance of these reports. The 2 computer information technicians perform maintenance of the electronic systems and databases that support CMV inspections and CMV-involved crashes. They also provide 24-hour tech support for computer and other electronic systems.
- MSHP - Field Operations Bureau (FOB) is responsible for coordinating, planning, and analyzing all traffic and patrol functions. This includes the Major Crash Investigation Units responsible for providing detailed reporting of serious crashes involving, but not limited to, CMVs. FOB is authorized 34 full-time Commercial Vehicle Enforcement Troopers (CVETs) responsible for conducting CMV traffic enforcement, to include CMV-involved criminal interdiction operations. The more experienced CVETs are also involved in CMV-related public education and outreach activities. None of these positions are reimbursed by MCSAP.
- MSHP - Patrol Records Division (PRD) serves as the data repository of statewide motor vehicle crash reports, convictions of alcohol and drug-related traffic offenses, and dispositions on MSHP traffic arrests. In addition, PRD maintains Missouri's Fatality Analysis Reporting System (FARS) for the National Highway Traffic Safety Administration (NHTSA). PRD is authorized 20 full-time and 9 part-time civilian positions responsible for processing CMV-involved crash reports into STARS either as their primary duty or as their secondary duty (when their primary duties are completed). Only 1 full-time position is reimbursed by MCSAP; the others are not MCSAP funded.

KANSAS CITY POLICE DEPARTMENT (SUBRECIPIENT)

The Kansas City Police Department (KCPD) is the law enforcement agency serving the municipal jurisdiction of Kansas City, MO. The Commercial Vehicle Enforcement (CVE) Section is a unit of the KCPD Traffic Division.

FY 2024 Update / Updated 6/27/24 - The CVE Section is authorized 5 full-time (1 sergeant and 4 officers) and 5 part-time (1 sergeant and 4 officers) CVSA certified officers responsible for CMV roadside driver and vehicle inspections and traffic enforcement. The CVE Section is also involved in CMV-related public education and outreach activities. These positions are reimbursed by MCSAP when the officers are performing MCSAP-related functions.

ST. LOUIS COUNTY POLICE DEPARTMENT (SUBRECIPIENT)

The St. Louis County Police Department (SLCPD) is the law enforcement agency serving St. Louis County, MO. The Commercial Vehicle Enforcement (CVE) Unit is a section of the SLCPD Special Operations Division.

The CVE Unit is authorized 7 full-time (1 sergeant and 6 officers) and 1 part-time CVSA certified officers responsible for CMV roadside driver and vehicle inspections and traffic enforcement. The full-time officers of the CVE Unit are also involved in CMV-related public education and outreach activities. These positions are reimbursed by MCSAP when the officers are performing MCSAP-related functions.

Updated 6/27/24 - In addition, the CVE Unit plans to add a part-time administrative position around January 2025 to assist with financial and data reporting, inspection report review and approval, and other duties to assist the Unit. This position would be MCSAP-funded.

ST. LOUIS METROPOLITAN POLICE DEPARTMENT (SUBRECIPIENT)

The St. Louis Metropolitan Police Department (SLMPD) is the law enforcement agency serving the municipal jurisdiction of St. Louis City, MO. The MCSAP Unit is a section of the SLMPD Traffic Safety Unit.

The MCSAP Unit is authorized 5 full-time (1 sergeant and 4 officers) and 5 part-time CVSA certified officers responsible for CMV roadside driver and vehicle inspections and traffic enforcement. The MCSAP Unit is also involved in CMV-related public education and outreach activities. These positions are reimbursed by MCSAP when the officers are performing MCSAP-related functions.

In addition, the MCSAP Unit receives financial reporting support from an Accountant within the Budget & Finance division of SLMPD. This position is MCSAP funded when the employee is performing MCSAP-related functions.

FY 2024 Update - National Roadway Safety Strategy (NRSS):

Missouri did use the *National Roadway Safety Strategy* as a resource in developing the CVSP.

An explanation of the efforts that directly support the NRSS's Safety System Approach can be found in Part 2 Section 2 (CMV Crash Reduction), Part 2 Section 3 (Roadside Inspections), Part 2 Section 4 (Investigations), Part 2 Section 5 (Traffic Enforcement), Part 2 Section 7 (Public Education and Outreach), and Part 2 Section 9 (New Entrant Safety Audits).

Rural Roads:

Missouri has not included initiatives involving "rural roads" in this CVSP.

While CMV crashes can and do occur on all types of roadways, such types of crashes have not necessitated targeted enforcement activities on Missouri's rural roads specifically. Data from 2017-2021 demonstrates that an average of 34-38% of Missouri's CMV crashes occur in rural areas while an average of 62-66% of Missouri's CMV crashes occur in urban areas.

The following table details the number of CMV crashes (fatal, serious injury, and minor injury) that occurred in urban areas and rural areas of Missouri:

Calendar Year	# of CMV Crashes	Urban	Rural	Unknown
2017	2,767	1,774 (64.11%)	985 (35.60%)	8 (0.29%)
2018	2,891	1,816 (62.82%)	1,074 (37.15%)	1 (0.03%)
2019	3,009	1,968 (65.40%)	1,041 (34.59%)	0 (0.00%)
2020	2,690	1,671 (62.11%)	1,015 (37.73%)	4 (0.14%)
2021	3,061	1,957 (63.93%)	1,095 (35.77%)	9 (0.29%)

Furthermore, the Missouri General Assembly passed Senate Bill 881, which was signed into law by the Governor on June 1, 2018 and went into effect on August 28, 2018, prohibiting a safety inspection from being performed on the shoulder of any highway with a posted speed limit in excess of 40 mph, except that safety inspections may be permitted on the shoulder at any entrance or exit of such highway where there is adequate space on the shoulder to safely perform such inspection.

Missouri's rural areas tend to have long stretches of roadway between each exit. So while CMVs are stopped in rural areas and then directed to safe locations within the provisions of the state law, law enforcement personnel are

essentially prevented from targeting rural areas specifically.

Migrant Worker Transportation in Rural Areas:

Missouri has not included activities regarding migrant worker transportation in rural areas in this CVSP.

While passenger carrier CMV safety and enforcement remains a priority, data has not identified safety concerns regarding the transportation of seasonal and migrant farm workers within Missouri specifically.

Data shows that Missouri has 3 carriers that have selected 'Migrant Workers' as part of their registration, and there have been no reported crashes involving these carriers since 2004. Therefore, Missouri has not placed special emphasis to develop and implement a targeted enforcement plan to incorporate recurring roadside enforcement in high density agricultural regions (during peak harvest seasons).

FY 2024 Update - Human Trafficking/Smuggling:

Missouri has included activities regarding human trafficking/smuggling in this CVSP.

MoDOT and its law enforcement partners participate in a variety of public awareness and enforcement activities. An explanation of those efforts can be found in Part 2 Section 7 (Public Education and Outreach), Part 3 Section 4 (State Specific Objectives - Past), and Part 3 Section 5 (State Specific Objectives - Future).

In addition, SLCPD has completed commercial vehicle interdiction training to better recognize types of criminal enterprises that hide within the industry and how they operate, identify anomalies that exist within the CMV industry, understand proper CMV search techniques as well as hidden compartments in CMVs, how to properly identify and analyze required CMV documentation, paperwork and log books, and how to properly interview the CMV driver. They intend to utilize this knowledge during their roadside inspections and traffic enforcement activities.

FY 2024 Update - Drug Interdiction:

Missouri has included activities regarding drug interdiction in this CVSP.

The MSHP conducts CMV drug interdiction operations to provide heightened enforcement on the roadways commonly used to transport and distribute illegal drugs. An explanation of those efforts can be found in Part 3 Section 4 (State Specific Objectives - Past) and Part 3 Section 5 (State Specific Objectives - Future).

In addition, SLCPD has completed commercial vehicle interdiction training to better recognize types of criminal enterprises that hide within the industry and how they operate, identify anomalies that exist within the CMV industry, understand proper CMV search techniques as well as hidden compartments in CMVs, how to properly identify and analyze required CMV documentation, paperwork and log books, and how to properly interview the CMV driver. They intend to utilize this knowledge during their roadside inspections and traffic enforcement activities.

FY 2024 Update - Work Zone Safety:

Missouri has not included activities regarding work zone safety in this CVSP.

A significant amount of funding is available to MoDOT from another source to focus on work zone safety within Missouri. An explanation of those efforts can be found in Part 2 Section 5 (Traffic Enforcement) and Part 2 Section 7 (Public Education and Outreach).

NTC Annual Training Plan:

Missouri has not submitted an annual Training Plan to the National Training Center (NTC).

Pursuant to Section 304.232 RSMo, MSHP shall approve procedures for the certification of law enforcement officials to enforce commercial motor vehicle traffic regulations and shall provide training to said officials related to commercial motor vehicle operations. No local law enforcement officer may conduct a random commercial motor vehicle roadside inspection without having satisfactorily completed the basic course of instruction developed by the Commercial Vehicle Safety Alliance (CVSA) and approved by MSHP. In addition, these officers shall then annually receive in-service training related to commercial motor vehicle operation, including but not limited to training in current federal motor carrier safety regulations, safety inspection procedures, and out-of-service criteria. MSHP has been approved to provide such training through its law enforcement training academy to the law enforcement officers of Missouri and doesn't rely on NTC to schedule training courses or assign instructors. MSHP has multiple instructors for all 6 federal courses and provided its instructors to NTC for use nationwide. Missouri classes were scheduled with NTC a minimum of 3 months in advance, which far exceeded the NTC requirement of 30 days. Instructional materials are available electronically now also, which removes the need for procurement of materials.

MoDOT's Motor Carrier Services (MCS) Division normally starts the NTC certification process for new investigators by sending said personnel to the MSHP law enforcement training academy courses with their in-house instructors. Only if MSHP is not holding a class in a desired timeframe did MCS resort to sending new investigators to attend the NTC courses in another state. The only training that new investigators are not able to receive in-state is the 80-hour Investigative Safety Analysis (ISA) training since neither MCS nor MSHP have in-house instructors for this course at this time.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC DIVISION
Enter total number of personnel participating in MCSAP activities	2
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	1
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MISSOURI DEPARTMENT OF TRANSPORTATION - MOTOR CARRIER SERVICES DIVISION
Enter total number of personnel participating in MCSAP activities	34
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	24
Traffic Enforcement Activities	0
Investigations*	24
Public Education and Awareness	31
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	MISSOURI STATE HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	228
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	196
Traffic Enforcement Activities	196
Investigations*	0
Public Education and Awareness	70
Data Collection and Reporting	32
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	KANSAS CITY POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	10
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	10
Traffic Enforcement Activities	10
Investigations*	0
Public Education and Awareness	10
Data Collection and Reporting	10
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ST. LOUIS COUNTY POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	9
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	8
Traffic Enforcement Activities	8
Investigations*	0
Public Education and Awareness	8
Data Collection and Reporting	9
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ST. LOUIS METROPOLITAN POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	10
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	10
Traffic Enforcement Activities	10
Investigations*	0
Public Education and Awareness	10
Data Collection and Reporting	10
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	2

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – *States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – *This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*
- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

Trend Analysis for 2017 - 2021

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the **Measurement Period column**. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the **Number of Fatalities column**, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The **Goal and Outcome columns** relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	156	111	156
01/01/2020	12/31/2020	130	127	130
01/01/2019	12/31/2019	146	115	146
01/01/2018	12/31/2018	147	122	147
01/01/2017	12/31/2017	127	92	127

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State’s method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	1		
01/01/2020	12/31/2020	3		
01/01/2019	12/31/2019	5		
01/01/2018	12/31/2018	8		
01/01/2017	12/31/2017	10		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	1		
01/01/2020	12/31/2020	1		
01/01/2019	12/31/2019	2		
01/01/2018	12/31/2018	1		
01/01/2017	12/31/2017	0		

Enter the data sources and capture dates of the data listed in each of the tables above.

The data is provided by the Missouri Department of Transportation – Traffic Management System (TMS) database, of which all statistical information is generated from crash reports submitted to the Missouri State Highway Patrol – Statewide Accident Reporting System (STARS). The capture dates of the data is July 2022.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Crashes involving CMVs continue to be one of the more serious safety challenges for Missouri. The mere size and weight of a CMV usually increase the severity of injury for those involved.

Unfortunately, Missouri did not meet the Goals identified in the table above between 2017 - 2021, but the number of CMV-involved fatalities did decrease significantly in 2020. It is believed this occurred due to the reduction in traffic volume during the initial phase of the COVID-19 pandemic. However, CMV-involved fatalities spiked significantly in 2021 when traffic volumes returned to normal. In addition, Missouri, much like the rest of the nation, saw adverse driving behaviors starting in 2020 and continuing in 2021.

The following table identifies CMV-involved crash data from 2017 - 2021 available from STARS:

Year	Crashes		People		
	Fatal	Serious Injury	Fatalities	Serious Injuries	Minor Injuries
2021	136	404	156	493	3749
2020	126	374	130	441	3193
2019	125	352	146	438	3925
2018	129	319	147	408	3914
2017	120	301	127	386	3756

Data shows that CMVs are disproportionally represented in crashes on our nation's roadways. According to FMCSA's 2021 Pocket Guide to Large Trucks and Buses, CMVs are roughly 5.1% of vehicles on our nation's roadways but are involved in approximately 22.7% of crashes. However, Missouri data doesn't reflect that the CMV driver is largely at fault.

During the years 2017 - 2021, Missouri recorded 498 fatal crashes involving at least one CMV and at least one passenger vehicle. Of the 597 passenger vehicle drivers involved in those fatal crashes, 54% had the sole contributing factor to the crashes, and of the 554 CMV drivers involved in those fatal crashes, 23% had the sole contributing factor to the crashes.

Also during the years 2017 - 2021, Missouri recorded 1,850 fatal and serious injury crashes involving at least one CMV and at least one passenger vehicle. Of the 2,219 passenger vehicle drivers involved in those fatal and serious injury crashes, 52% had the sole contributing factor to the crashes, and of the 2,022 CMV drivers involved in those fatal and serious injury crashes, 19% had the sole contributing factor to the crashes.

CMV drivers are not faultless in fatal and serious injury crashes occurring on Missouri roadways, but the data consistently reflects that too many passenger vehicle drivers unnecessarily endanger themselves and those operating around them.

The following tables identify CMV-involved contributing circumstance crash data from 2017 - 2021 available from STARS:

Year	Number of Known CMV Drivers Involved in Crashes		Number of CMV Drivers Involved with No Contributing Circumstances to the Crash	
	Fatal	Serious Injury	Fatal	Serious Injury
2021	136	430	75 (55.1%)	247 (57.4%)
2020	130	398	79 (60.7%)	217 (54.5%)
2019	140	357	89 (63.5%)	185 (51.8%)
2018	142	329	89 (62.6%)	194 (58.9%)
2017	128	297	83 (64.8%)	170 (57.2%)

Top Contributing Circumstances Related to the CMV Driver for 2019 - 2021 (other than None):

	Crashes		
	Fatal	Serious Injury	Total
Improper Lane Use/Change	44	99	143
Too Fast for Conditions	18	93	111
Failed to Yield	26	85	111
Distracted/Inattentive	29	74	103

Top Contributing Circumstances Related to the Non-CMV Driver for 2019 - 2021 (other than None):

	Crashes		
	Fatal	Serious Injury	Total
Too Fast for Conditions	37	149	186
Improper Lane Use/Change	62	123	185
Failed to Yield	42	134	176
Distracted/Inattentive	25	85	110

Another obstacle encountered is seat belt use. Seat belts remain one of the cheapest, easiest, and most important tools to protect drivers (and passengers). Seat belts also help prevent serious damage and injury to others, because buckled drivers are better able to control their vehicles in emergencies. However, too many CMV drivers continue to disobey Missouri state law and Section 392.16 of the FMCSRs that require seat belt use. The percentage of unbuckled fatalities has decreased from 2017 to 2021, but there should be no unbuckled fatality to report.

The following table identifies CMV driver fatality data from 2017 - 2021 available from STARS:

Year	Fatalities	Unbelted Fatalities	% Unbuckled
2021	28	10	43%
2020	20	7	41%
2019	24	9	45%
2018	28	13	50%
2017	17	11	73%

Narrative Overview for FY 2023 - 2025**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Missouri's long-term goal is to achieve 0 fatalities by the end of 2030. The 0 by 2030 goal is not based on a linear reduction though. Instead, it assumes smaller reductions in the early years followed by larger reductions toward the end of the decade as vehicle technologies and roadway improvements continue to progress.

Since CMV-involved fatalities are included in the overall fatality numbers for the state, the CMV fatality reduction rate mirrors the overall fatality reduction rate in order to achieve the overall statewide goal.

The following table recaps the fatality totals and previous reduction rate goals for 2017 - 2022, as well as depicts the new reduction rate goals and subsequent fatality totals for 2023 - 2025:

Year	Total CMV-Involved Fatalities	Old 13% Reduction Goal	New Varied Reduction Goal	Zero Fatalities by 2020 % Reduction	Total Statewide Fatalities
2017	127	92			932
2018	147	122			921
2019	146	115			881
2020	130	127			987
2021	156	111			1017
2022		96	147.8	-5.26%	
2023			137.3	-7.10%	
2024			124.5	-9.30%	
2025			109.5	-12.09%	

NOTE: Missouri does not set a Motorcoach/Passenger Carrier or Hazardous Material fatality reduction goal.

Enter the data source and capture date:

The data is provided by the Missouri Department of Transportation – Traffic Management System (TMS) database, of which all statistical information is generated from crash reports submitted to the Missouri State Highway Patrol – Statewide

Accident Reporting System (STARS). The capture dates of the data is July 2022.

Projected Goal for FY 2023 - 2025:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2023	137
2024	125
2025	110

The 2023 - 2025 percent reduction uses the complete data from 2017 - 2021. For 2022, the statewide fatality total is projected to be 963. The 2023, 2024, and 2025 fatality goals identified above are calculated using a 7.10%, 9.30%, and 12.09% annual reduction respectively in Missouri's fatalities resulting in a five-year average target of 947.6 fatalities by December 31, 2023. Again, the percentage reduction in fatalities corresponds with a long-term goal to achieve 0 fatalities by the end of 2030.

Program Activities for FY 2023 - 2025: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The *National Roadway Safety Strategy* describes the major actions we must take to make a meaningful difference over the next few years. At the core of the strategy is adoption of the Safe System Approach, which aims to eliminate fatal & serious injuries for all road users by focusing on five key objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care.

MoDOT is fortunate to be the Lead Agency for several sources of U.S. DOT funding, all of which have adopted the Safe System Approach. FHWA funding can be used to address the transportation system so that it is designed and operated to accommodate human mistakes and human vulnerabilities. NHTSA funding can be used to address human behaviors of passenger vehicle drivers and CMV drivers, as well as crash reporting systems to improve post-crash care. And MCSAP funding can be used for enforcement and education specifically for CMVs.

All activities in the following sections of the CVSP (i.e. inspections, investigations, traffic enforcement, public education and outreach, and new entrant safety audits) are planned specifically to address the fatality reduction goal and support the Safe System Approach. The activities will be completed by the Lead Agency, as well as the Subrecipients as detailed in the following sections of the CVSP. (Those activities are not stated herein in an effort to avoid repetitiveness and inconsistency in the event the CVSP is updated in the future.) While activities will occur statewide to ensure safety exists in all corners of the state, the majority of activities will be focused in the high crash locations and corridors. The following tables identify the top crash counties and cities in the state:

Top 20 Counties by CMV-Involved Fatal and Injury Crashes:

Rank	County	2017		2018		2019		2020		2021		5-Year Total		2021 CMV Yearly VMT	% CMV VMT
		Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities		
1	Jackson	408	13	441	6	453	11	406	7	441	12	2,149	49	827,964,175	6.8%
2	St. Louis	386	5	425	15	431	3	341	8	421	17	2,004	48	1,288,842,740	10.6%
3	St. Louis City	310	7	261	6	324	9	232	8	309	5	1,436	35	310,872,325	2.6%
4	Greene	122	7	140	4	164	8	143	13	125	4	694	36	407,096,910	3.3%
5	St. Charles	113	4	105	4	119	3	87	2	128	6	552	19	382,121,420	3.1%
6	Clay	84	3	87	5	86	1	69	0	92	2	418	11	318,637,700	2.6%
7	Jefferson	61	3	69	0	63	4	53	3	58	2	304	12	302,234,600	2.5%
8	Jasper	50	2	57	4	51	2	61	2	60	5	279	15	245,300,075	2.0%
9	Franklin	30	1	49	7	59	10	63	2	56	0	257	20	272,418,845	2.2%
10	Boone	41	4	41	4	66	2	43	3	45	6	236	19	242,318,025	2.0%
11	Buchanan	44	0	36	1	36	0	41	1	48	1	205	3	157,291,640	1.3%
12	Cass	29	0	44	5	40	1	34	1	45	11	192	18	188,822,895	1.5%
13	Platte	34	8	39	3	46	1	29	2	34	3	182	17	184,234,480	1.5%
14	Newton	27	6	34	4	45	2	22	4	34	1	162	17	202,058,890	1.7%
15	Cape Girardeau	34	2	28	0	26	1	26	1	39	1	153	5	130,239,665	1.1%
16	Lawrence	30	7	34	4	19	0	38	3	28	4	149	18	162,526,835	1.3%
17	Phelps	30	4	27	2	25	3	34	0	33	0	149	9	214,360,485	1.8%
18	Laclede	24	0	35	2	19	3	37	2	31	0	146	7	175,321,180	1.4%
19	Callaway	17	0	25	0	28	3	22	1	49	5	141	9	263,234,715	2.2%
20	Pettis	20	1	28	3	26	0	28	3	25	0	127	7	64,642,595	0.5%
	TOTAL	1,894	77	2,005	79	2,126	67	1,809	66	2,101	85	9,935	374	6,340,540,195	52.0%

Top 30 Cities by CMV-Involved Fatal and Injury Crashes (2017 - 2021 data):

Rank	City	Crashes
1	Kansas City	1,976
2	St. Louis	1,438
3	Springfield	454
4	Independence	211
5	St. Joseph	160

6	Bridgeton	136
7	Columbia	129
8	St. Peters	122
9	Hazelwood	115
10	Florissant	101
11	Maryland Heights	97
12	Joplin	96
13	O'Fallon	93
14	St. Charles	90
15	Cape Girardeau	87
16	Chesterfield	83
17	Berkeley	80
18	Lee's Summit	79
19	Sedalia	74
20	Rolla	71
21	Jefferson City	70
22	Sunset Hills	67
23	Town and Country	66
24	Wentzville	64
25	Crete goer	60
26	Blue Springs	53
27	Lake St. Louis	50
28	Liberty	47
29	Grandview	46
30	Overland	46

FY 2024 Update - In addition, Missouri plans to participate in FMCSA's Crash Causal Factors Program (CCFP) in an effort to further study and understand the causes of, and contributing factors to, crashes that involve CMVs.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

FY 2024 Update - Missouri will monitor the number of CMV-involved fatalities, CMV driver fatalities, top CMV-involved crash counties, top CMV-involved crash cities, and CMV seat belt enforcement projects and include those figures in the quarterly SF-PPRs.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	29209	29874	24039	15956	18005
Level 2: Walk-Around	31955	34722	29865	24679	24904
Level 3: Driver-Only	33795	30531	26020	17587	18310
Level 4: Special Inspections	310	279	155	80	57
Level 5: Vehicle-Only	1617	1592	1446	371	1528
Level 6: Radioactive Materials	3	3	3	2	3
Total	96889	97001	81528	58675	62807

Narrative Overview for FY 2023 - 2025

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter the roadside inspection application name(s) (e.g., Aspen) used by the State.

Updated 6/27/24 - All Missouri MCSAP partners used Aspen to conduct roadside inspections but have since transitioned to SafeSpect starting in September 2023.

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Inspections are instrumental in ensuring drivers, trucks, and buses are operating safely on our roadways. Inspections are also important in minimizing the risks related to the transportation of hazardous materials and passengers. Inspections can identify problems where the motor carrier, CMV, or CMV driver is not compliant with safety regulations and requirements. Inspections also provide an opportunity to engage with the CMV driver to detect human trafficking or illegal transportation of controlled substances. All of these objectives directly support the *National Roadway Safety Strategy's* Safe System Approach.

However, the Missouri Legislature provided a challenge to Missouri during the 2018 legislative session when they passed Senate Bill 881. The Bill was signed into law by the Governor on June 1, 2018 and went into effect on August 28, 2018. The Bill modified Section 304.232 RSMo to ensure the safe conducting of commercial motor vehicle roadside inspections. The provision stated that "no safety inspection shall be performed on the shoulder of any highway with a posted speed limit in excess of forty miles per hour, except that safety inspections may be permitted on

the shoulder at any entrance or exit of such highway where there is adequate space on the shoulder to safely perform such inspection.”

Despite the change in law, Missouri has continued implementing a strong roadside inspection program. CMVs are stopped and then directed to safe locations within the provisions of the law.

Updated 6/27/24 - The Missouri Department of Transportation - Motor Carrier Services (MCS) Division conducts Level V vehicle inspections at both motor carrier terminals and destinations. In accordance with FMCSA E-FOTM recommendations, MCS conducts inspections in conjunction with compliance investigations if not enough qualifying inspections have been conducted roadside within the previous 365 days and the investigation is comprehensive or onsite focused in maintenance. MCS also conducts a motorcoach and bus inspection strike force at a fixed site in Branson, MO normally within the first two weeks in November each year. (Branson is a big destination city prior to Christmas.) Each motorcoach or bus that enters the city of Branson (and can be located) is requested to appear at the fixed site for an inspection once passengers have unloaded.

FY 2024 Update - The Missouri State Highway Patrol (MSHP), Commercial Vehicle Enforcement Division (CVED)'s Commercial Vehicle Officers (CVOs) conduct roadside inspections throughout the State. It is the practice of the MSHP that an inspection will be conducted on every stopped CMV. The CVOs also conduct inspections at the fixed scale facilities throughout the State. Missouri currently has 16 fixed scale facilities located across the State. Additionally, the CVOs, along with the Commercial Vehicle Enforcement Troopers (CVETs), will conduct approximately 20 saturations in high crash counties and cities and along high crash corridors. The saturations will be 1 day in length with 5 - 10 CVOs and/or CVETs working. During these saturations, the CVOs and CVETs will focus on traffic enforcement, as well as Level I, II, and III inspections. The CVOs and CVETs also conduct motorcoach and bus inspections at Six Flags in Eureka, MO normally in April and/or May each year. (Six Flags is a popular destination for end-of-school year field trips for young students.) Most motorcoaches and buses that enter the park are requested to pull around to the fixed site for an inspection once the students have unloaded.

The Kansas City Police Department (KCPD) conducts roadside inspections in its respective jurisdiction and assists the MSHP, MCS, and FMCSA with inspections as requested. The inspections are conducted during normal work hours, as well as during overtime enforcement projects. Inspections are conducted throughout the city, but officers do focus on high crash corridors to serve as a clear deterrent to drivers. It is the practice of KCPD that an inspection will be conducted on every stopped CMV, unless the CMV is stopped during a special enforcement project and an inspection is waived.

The St. Louis County Police Department (SLCPD) conducts roadside inspections in its respective jurisdiction and assists the MSHP, MCS, and FMCSA with inspections as requested. The inspections are conducted during normal work hours, as well as during overtime enforcement projects. Inspections are conducted throughout the county, but officers do focus on high crash corridors to serve as a clear deterrent to drivers. It is the practice of SLCPD that an inspection be performed anytime a CMV is stopped, unless the CMV is under a current CVSA decal and no critical inspection items observed by the officer were a reason for the stop.

The St. Louis Metropolitan Police Department (SLMPD) conducts roadside inspections in its respective jurisdiction and assists the MSHP, MCS, and FMCSA with inspections as requested. The inspections are conducted during normal work hours, as well as during overtime enforcement projects. Inspections are conducted on high crash corridors to serve as a clear deterrent to drivers. It is the practice of SLMPD that an inspection will be conducted on every stopped CMV.

Equitable Enforcement Practices:

Missouri MCSAP partners have committed to conduct inspections equitably in accordance to their respective CMV Inspection Selection and Unbiased Policing policies.

Climate and Sustainability:

Subrecipients are exploring the purchase of hybrid/electric vehicles as fleet vehicles are replaced.

Enforcement of Out of Service Orders:

FMCSA has established a target goal of at least 85% of OOS carriers with an Imminent Hazard (IH) and Unsatisfactory (Unsat)/Unfit order to be identified. Missouri agrees that carriers with an OOS order, particularly an IH or Unsat/Unfit order, pose an immediate danger to the safety of the traveling public.

FY 2024 Update - Missouri strives to identify 100% of OOS orders during roadside inspections. An explanation of those efforts can be found in Part 3 Section 2 (Enforcement of Federal OOS Orders during Roadside Activities).

Electronic Logging Devices:

Missouri utilizes the eRODS software during inspections when an ELD is present. Any instance in which law enforcement does not utilize eRODS is due to reasons outside of their control (e.g. issues experienced by the driver while transferring to eRODS, driver opting to use another means to transfer data, connectivity issues, etc.)

Hazardous Materials (HM) Safety:

The transportation of HM is inherently risky due to the nature of the commodities transported. This inherent risk increases the chance of fatalities, injuries, and extensive property damage when a HM crash or incident occurs. Missouri acknowledges this risk and conducts HM inspections as appropriate. Missouri will emphasize proper identification and oversight of interstate and intrastate Hazardous Materials Safety Permits (HMSP) carriers during these inspections.

During the 2018 calendar year, there were a total of 6,013 HM inspections conducted in Missouri. During the 2019 calendar year, the number of HM inspections increased 18.9% to 7,150, but during the 2020 calendar year, the number of HM inspections decreased 25.76% to 5,308. During the 2021 calendar year, the number of HM inspections increased 20.5% to 6,396. The COVID-19 pandemic and personnel turnover/vacancies have had a significant impact on inspection activities.

The following table depicts the level and quantity of inspections for HM vehicles conducted as available in SAFETYNET:

	2018	2019	2020	2021
Level 1 Inspections	2,069	2,034	1,611	1,723
Level 2 Inspections	3,855	4,487	3,578	4,001
Level 3 Inspections	86	112	62	69
Level 4 Inspections	0	2	1	0
Level 5 Inspections	0	512	54	600
Level 6 Inspections	3	3	2	3
Total =	6,013	7,150	5,308	6,396

FY 2024 Update - Missouri will continue to monitor the existence of any high HM traffic lanes or high HM incident areas and conduct HM roadside inspections accordingly, including paying attention to the possible presence of undeclared HM; however, MCSAP funded officers in Missouri do not profile and stop CMVs based on HM placarding. Missouri MCSAP partners have committed to conduct inspections equitably in accordance to their respective CMV Inspection Selection and Unbiased Policing policies.

FY 2024 Update - Missouri will cooperate with FMCSA relative to HM transportation to improve the State's overall safety program.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2024, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC DIVISION

Enter the total number of certified personnel in the Lead agency: 0

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0	0	0	0	%
Level 2: Walk-Around	0	0	0	0	%
Level 3: Driver-Only	0	0	0	0	%
Level 4: Special Inspections	0	0	0	0	%
Level 5: Vehicle-Only	0	0	0	0	%
Level 6: Radioactive Materials	0	0	0	0	%
Sub-Total Lead Agency	0	0	0	0	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

MISSOURI DEPARTMENT OF
TRANSPORTATION - MOTOR

Subrecipient is: CARRIER SERVICES DIVISION

Enter the total number of certified personnel in this funded agency: 24

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0	0	0	0	0.00%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	0	0	0	0	0.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	384	192	192	768	100.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Subrecipients	384	192	192	768	

MISSOURI STATE HIGHWAY

Subrecipient is: PATROL

Enter the total number of certified personnel in this funded agency: 196

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10500	1100	250	11850	26.37%
Level 2: Walk-Around	17500	2800	25	20325	45.24%
Level 3: Driver-Only	12600	0	0	12600	28.04%
Level 4: Special Inspections	50	0	0	50	0.11%
Level 5: Vehicle-Only	0	0	100	100	0.22%
Level 6: Radioactive Materials	0	4	0	4	0.01%
Sub-Total Subrecipients	40650	3904	375	44929	

KANSAS CITY POLICE

Subrecipient is: DEPARTMENT

Enter the total number of certified personnel in this funded agency: 10

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1550	50	50	1650	26.19%
Level 2: Walk-Around	2550	50	0	2600	41.27%
Level 3: Driver-Only	2050	0	0	2050	32.54%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Subrecipients	6150	100	50	6300	

ST. LOUIS COUNTY POLICE

Subrecipient is: DEPARTMENT**Enter the total number of certified personnel in this funded agency:** 8

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	800	100	10	910	20.68%
Level 2: Walk-Around	2500	350	0	2850	64.77%
Level 3: Driver-Only	600	0	0	600	13.64%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	40	40	0.91%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Subrecipients	3900	450	50	4400	

ST. LOUIS METROPOLITAN

Subrecipient is: POLICE DEPARTMENT**Enter the total number of certified personnel in this funded agency:** 10

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2000	200	50	2250	36.59%
Level 2: Walk-Around	2500	100	0	2600	42.28%
Level 3: Driver-Only	1200	100	0	1300	21.14%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Subrecipients	5700	400	50	6150	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	3
Enter the total number of inspections projected for FY 2024:	150

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC DIVISION					
# certified personnel: 0					
Subrecipient Agencies: KANSAS CITY POLICE DEPARTMENT, MISSOURI DEPARTMENT OF TRANSPORTATION - MOTOR CARRIER SERVICES DIVISION, MISSOURI STATE HIGHWAY PATROL, ST. LOUIS COUNTY POLICE DEPARTMENT, ST. LOUIS METROPOLITAN POLICE DEPARTMENT					
# certified personnel: 248					
Number of Non-Funded Agencies: 2					
# certified personnel: 3					
# projected inspections: 150					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	14850	1450	360	16660	26.64%
Level 2: Walk-Around	25050	3300	25	28375	45.37%
Level 3: Driver-Only	16450	100	0	16550	26.46%
Level 4: Special Inspections	50	0	0	50	0.08%
Level 5: Vehicle-Only	384	192	332	908	1.45%
Level 6: Radioactive Materials	0	4	0	4	0.01%
Total MCSAP Lead Agency & Subrecipients	56784	5046	717	62547	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

FMCSA encourages States to conduct at least 25% of its inspections as NAS Level 1 to help maintain the effectiveness and reciprocity of the national program and encourage the application of the CVSA decals to allow other States to identify previously inspected CMVs. Additionally, FMCSA encourages each State to conduct at least 33% of its inspections as NAS Level 3. While Missouri does project to conduct at least 25% of its inspections as a Level 1, Missouri does not project to conduct at least 33% of its inspections as a Level 3. Many times an officer may intend to conduct a Level 3 inspection when making a roadside stop, but as the officer approaches the vehicle and observes a violation, the officer will upgrade the inspection to a Level 2. Because Level 2 inspections are more thorough than Level 3 inspections, safety will not be diminished. Level 2 inspections promote a combination of vehicle and driver inspections as opposed to just a driver inspection.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	0	62711	150	62861
Enter total number of certified personnel	0	254	2	256
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	0	63965	150	64115
Enter total number of certified personnel	0	255	2	257

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	22	34	96	48
CSA On-Site Focused/Focused CR	196	158	138	26	42
CSA On-Site Comprehensive	61	34	41	13	27
Total Investigations	257	214	213	135	117
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	132	63
CSA On-Site Focused/Focused CR	109	33	32	10	8
CSA On-Site Comprehensive	82	151	108	18	48
Total Investigations	191	184	140	160	119
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2023 - 2025**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2023 - 2025

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	20	5	24	8	25	15
CSA On-Site Focused/Focused CR	75	40	100	42	130	45
CSA On-Site Comprehensive	40	80	42	100	55	130
Total Investigations	135	125	166	150	210	190
Total Security Contact Reviews	3	1	3	1	3	1
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Updated 6/27/24 - The investigation estimates identified in the above table are based on projected staffing levels. Increases are projected each year but are based on the anticipated resources to accomplish such increases to be in place. The Motor Carrier Services Division is able to project a 20% increase each year as desired by FMCSA, but the resources will need to continue to be in place for this to be achieved. The FY 2023 MCSAP funding was awarded July 1, 2023, the FY 2024 MCAP funding was awarded July 1, 2024, and the FY 2025 MCSAP funding will be awarded July 1, 2025. The estimates are re-evaluated each year based on staffing levels and available resources corresponding to the fiscal year.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

Investigations are instrumental in determining if a carrier is compliant with the Federal Motor Carrier Safety Regulations (FMCSRs) (or State laws and regulations compatible with the FMCSRs) and Hazardous Materials Regulations (HMRs). An investigation may be initiated based on compliance issues with the company's safety management controls, complaints, and/or in instances where the carrier poses an imminent threat to public safety. The objective of investigations directly supports the *National Roadway Safety Strategy's* Safe System Approach.

The Missouri Department of Transportation (MoDOT), Motor Carrier Services (MCS) Division conducts both federal (interstate) and state (intrastate) investigations on Missouri-based carriers. The investigations can be conducted at the carrier's place of business (on-site) or electronically (off-site).

MCS follows CSA program rules to conduct federal investigations on carriers involved in crashes or with poor inspection ratings. MCS also reviews crash data in search of any patterns specific to locations within the state, roadway corridors, or problem carriers. In addition, MCS has a committed focus on passenger carriers. Fully trained investigators participate in passenger carrier investigations during FMCSA passenger strike force operations. Passenger carrier performance/histories are monitored and reviewed, and any unsafe carrier is investigated.

In addition, MCS has had a comprehensive intrastate compliance review program since 1985. MCS has a system similar to the CSA process for state investigations and identifies intrastate carriers with poor roadside inspection and crash histories. The intrastate program includes oversight of both for-hire and private motor carriers; however, Missouri only requires for-hire intrastate motor carriers to possess a USDOT number. Private intrastate carriers are not required

to have a USDOT number, making it difficult to upload into the federal system. Missouri would need a legislative change to require private intrastate carriers to obtain a USDOT number, which is not being pursued and is unlikely to be supported by the State Legislature. Missouri will inform private intrastate carriers on the benefits of obtaining a USDOT number during outreach sessions and investigations. FMCSA has provided a waiver for Missouri to continue to conduct compliance investigations on private carriers without USDOT numbers.

FY 2024 Update / Updated 6/27/24 - MCS designates 20 Investigators to conduct carrier investigations, though none of these Full-Time Equivalents (FTEs) conduct them on a full-time basis. The Investigations Supervisors assist when time allows but have the added supervisory role that takes away from their ability to conduct them on a regular basis. The Investigators are also responsible for reviewing carrier complaints, conducting new entrant safety audits, and other work as assigned.

The biggest challenge that MCS faces is staffing.

FY 2024 Update - MoDOT's budgetary spending authority is dependent on approval from the Missouri General Assembly, irrespective of the various funding sources to reimburse the expenditures. Payroll must still be paid from MoDOT appropriations before reimbursement is sought from MCSAP. So from a budgetary standpoint, initial funding approval needs to be in place for hiring options to be supported. Separate from funding, MCS is not able to hire additional full-time staff without increased FTE approval from the Missouri General Assembly. Requests for additional FTEs are highly scrutinized, and the planning process to submit such requests is extensive. MCS is never guaranteed to maintain its current level of Investigator FTEs though either; one Investigator FTE was transferred to another section in 2022 once the position became vacant. This decreased MCS' Investigator count by 1 (from 24 to 23). In addition, 3 of the remaining 23 Investigator FTE positions were deleted from the section in mid-2023 due to Division position control, leaving the S&C section with a total of 20 Investigator FTE positions.

FY 2024 Update / Updated 6/27/24 - In addition, MCS (and MoDOT in general) has struggled to recruit and retain personnel in the recent years. The personnel turnover rate has skyrocketed for MoDOT, and replacement of these personnel has been a struggle. In the past when an Investigator position was posted, MCS would receive 20+ applications for the position. Today, MCS receives fewer applications and most do not meet qualifications. It is also becoming common of those who are selected to fail to appear for the interview appointment to complete the process. MoDOT is actively making efforts to improve pay plans to retain and attract new employees, but this cannot be implemented at will either.

MoDOT is currently not able to hire contractors to perform investigations due to the lack of spending authority and FTEs approved by the Missouri General Assembly. In addition, MoDOT has concerns with hiring contractors to perform compliance investigations on behalf of MCS due to the third-party employment and supervisory relationship, as well as conflict of interest. This option will continue to be explored, however, for the future.

Equitable Enforcement Practices:

MCS is committed to conducting investigations equitably in accordance with its CMV Inspection Selection and Unbiased Policing policies.

Hazardous Materials (HM) Safety:

The transportation of HM is inherently risky due to the nature of the commodities transported. This inherent risk increases the chance of fatalities, injuries, and extensive property damage when a HM crash or incident occurs. Missouri acknowledges this risk and conducts HM investigations as appropriate. Missouri will also emphasize proper identification and oversight of interstate and intrastate Hazardous Materials Safety Permits (HMSP) carriers during investigations.

Data does signify OOS rates higher than 10% but not necessarily HM OOS rates higher than 10%.

During the 2018 calendar year, there were a total of 6,013 HM inspections conducted by MCSAP (and non-MCSAP) funded agencies, with Level I, Level II, and Level VI OOS Rates exceeding 10%. The following table depicts the level and quantity of inspections for HM Vehicles conducted with its respective OOS violations and rates as available in SAFETYNET:

	# of HM Inspections	# HM Vehicles OOS	# OOS Violations	OOS Rate
Level I Inspections	2,069	421	622	20.35%
Level II Inspections	3,855	474	568	12.30%
Level III Inspections	86	0	0	0.00%
Level IV Inspections	0	0	0	0.00%
Level V Inspections	0	0	0	0.00%

Level VI Inspections	3	1	1	33.33%
Total =	6,013	896	1,191	

During the 2019 calendar year, there were a total of 7,150 HM inspections conducted by MCSAP (and non-MCSAP) funded agencies, with Level I, Level II, and Level IV OOS Rates exceeding 10%. The following table depicts the level and quantity of inspections for HM Vehicles conducted with its respective OOS violations and rates as available in SAFETYNET:

	# of HM Inspections	# HM Vehicles OOS	# OOS Violations	OOS Rate
Level I Inspections	2,034	377	555	18.53%
Level II Inspections	4,487	517	630	11.52%
Level III Inspections	112	0	0	0.00%
Level IV Inspections	2	1	2	50.00%
Level V Inspections	512	15	21	2.93%
Level VI Inspections	3	0	0	0.00%
Total =	7,150	910	1,208	

During the 2020 calendar year, there were a total of 5,308 HM inspections conducted by MCSAP (and non-MCSAP) funded agencies, with Level I, Level IV, and Level VI OOS Rates exceeding 10%. The following table depicts the level and quantity of inspections for HM Vehicles conducted with its respective OOS violations and rates as available in SAFETYNET:

	# of HM Inspections	# HM Vehicles OOS	# OOS Violations	OOS Rate
Level I Inspections	1,611	269	466	16.70%
Level II Inspections	3,578	349	455	9.75%
Level III Inspections	62	0	0	0.00%
Level IV Inspections	1	1	5	100.00%
Level V Inspections	54	0	0	0.00%
Level VI Inspections	2	1	1	50.00%
Total =	5,308	620	927	

During the 2021 calendar year, there were a total of 6,396 HM inspections conducted by MCSAP (and non-MCSAP) funded agencies, with Level I, Level II, and Level VI OOS Rates exceeding 10%. The following table depicts the level and quantity of inspections for HM Vehicles conducted with its respective OOS violations and rates as available in SAFETYNET:

	# of HM Inspections	# HM Vehicles OOS	# OOS Violations	OOS Rate
Level I Inspections	1,723	358	639	20.78%
Level II Inspections	4,001	468	605	11.70%
Level III Inspections	69	0	0	0.00%
Level IV Inspections	0	0	0	0.00%
Level V Inspections	600	12	15	2.00%
Level VI Inspections	3	1	1	33.33%
Total =	6,396	839	1,260	

The inspection data available in SAFETYNET, however, does not differentiate whether the carrier was interstate or intrastate. Further, the OOS Violations do not differentiate if the violation was a HM violation or a non-HM violation. Again, the data for the 2018, 2019, 2020, and 2021 calendar year does signify OOS rates higher than 10% but not necessarily HM OOS rates higher than 10% since the data doesn't differentiate HM violations and non-HM violations.

Missouri has a practice in place to investigate any intrastate carrier that receives an inspection and receives any type (or quantity) of violation. If a HM vehicle is inspected and cited for a HM violation, MCS adds the carrier to its State Top Priority (STP) Program to be investigated. If a HM vehicle is inspected and cited for a non-HM violation, the carrier can still appear on the STP Program to be investigated. This practice will continue regardless of the data and the differentiation between interstate and intrastate carriers.

The following table depicts the quantity of investigations conducted and the respective quantity and percentage of those investigations that were HM Intrastate investigations:

Calendar Year	# Interstate Investigations	# Intrastate Investigations	Total Investigations	# HM Intrastate Investigations	% HM Intrastate Investigations
2018	214	183	397	84	21.16%
2019	213	140	353	62	17.56%
2020	135	160	295	78	26.44%
2021	117	119	236	55	23.31%

While the data reflects a decrease in total investigations each calendar year, the percentage and priority of HM Intrastate investigations has remained around 20-25%. The COVID-19 pandemic, which started in March 2020, had an adverse impact on investigations overall. The statewide stay-at-home order restricted travel for many state

employees, and at the direction of the MoDOT Director, all buildings were closed to the public and remained closed until May 17, 2021. Until May 17th, employees were asked to telework where possible. This ceased the ability to conduct onsite investigations and transitioned most all investigations to be conducted off-site, which presented its own issues. In addition, MCS experienced a large turnover of employees during this time, and due to restrictions on travel and on-site assignments, the new employees weren't able to contribute toward investigations for a long period of time. MCS still struggles to recruit and retain personnel to this day, which further prevents investigations from being completed.

MCS will continue to monitor OOS inspections and HMSP holders and investigate HM carriers accordingly.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The Investigations Supervisors review the Investigators' activities and reports for quality, completeness, and accuracy throughout the month. Errors are tracked and addressed with the Investigator to ensure corrections are made and understood for the future.

Monthly reports are created to monitor the progress toward the program goals, and weekly reports are created to prevent overdue carriers from appearing in the inventory.

Missouri will monitor the investigations activity and include those figures in the quarterly SF-PPRs.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2017 - 2021

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2021	12/31/2021	4733	6744
01/01/2020	12/31/2020	3235	6395
01/01/2019	12/31/2019	3559	5920
01/01/2018	12/31/2018	4898	
01/01/2017	12/31/2017		

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

The Number of Documented CMV Traffic Enforcement Stops with an Inspection was captured from A&I GOTHAM on 9/1/2022. (The A&I data starts with federal FY2018 (Oct-Dec 2017) so unable to provide calendar year 2017 data in the table above.) The Number of Citations and Warnings Issued was captured from SAFETYNET on 8/31/2022, but rather than citations and warnings, the data represents the number of Violations cited. (Due to record retention limitations, MSHP is unable to acquire data prior to calendar year 2019, and GOTHAM does not provide this type of data.)

Narrative Overview for FY 2023 - 2025

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

Traffic enforcement activities are vital components of an overall effective CMV safety program. Many preventable crashes result from illegal or unsafe driver behavior, such as speeding, distracted driving, driving under the influence, or following too closely. Traffic enforcement activities, especially those in areas identified as high-risk crash corridors, have proven to deter unsafe driver behavior. Concentrated high visibility enforcement contributes significantly in preventing crashes and removing unsafe drivers and vehicles from the roadway. All of these objectives directly support the *National Roadway Safety Strategy's* Safe System Approach.

FY 2024 Update - The Missouri State Highway Patrol (MSHP) will conduct traffic enforcement during normal work hours throughout the state, but officers do focus on high crash corridors to serve as a clear deterrent to CMV drivers. In addition, the Field Operations Bureau (FOB) estimates that a minimum of 80 special enforcement/inspection operations (SAFETE Operations) will occur, with 2 to 4 Commercial Vehicle Enforcement Troopers (CVETs), Patrol Officers, and/or Commercial Vehicle Officers (CVOs) present. The operations would be at least 2 hours in length but can last up to 8 hours. It is the practice of MSHP that an inspection will be conducted on every stopped CMV. (These MCSAP activities are in addition to the traffic enforcement conducted by the non-MCSAP MSHP Troopers throughout the state to deter unsafe driver behaviors by both CMV and non-CMV drivers.)

Updated 6/27/24 - The Kansas City Police Department (KCPD) will conduct traffic enforcement during normal work hours, as well as during overtime enforcement projects. Traffic enforcement is conducted throughout the city, but officers do focus on high crash corridors to serve as a clear deterrent to CMV drivers. It is the practice of KCPD that an inspection will be conducted on every stopped CMV. (These MCSAP activities are in addition to the traffic enforcement conducted by the non-MCSAP KCPD Traffic Division officers throughout the city to deter unsafe driver behaviors by both CMV and non-CMV drivers.)

FY 2024 Update - St. Louis County Police Department (SLCPD) will conduct traffic enforcement during normal work hours, as well as during overtime enforcement projects. Traffic enforcement is conducted throughout the county, but officers do focus on high crash corridors to remain highly visible to CMV drivers. It is the practice of SLCPD that an inspection be performed anytime a CMV is stopped, unless the CMV is displaying a valid and current CVSA decal and no critical inspection items observed by the officer were a reason for the stop. (These MCSAP activities are in addition to the traffic enforcement conducted by the non-MCSAP SLCPD Highway Safety Unit officers throughout the county to deter unsafe driver behaviors by both CMV and non-CMV drivers.)

St. Louis Metropolitan Police Department (SLMPD) will conduct traffic enforcement during normal work hours, as well as during overtime enforcement projects. Traffic enforcement is conducted in high crash corridors to serve as a clear deterrent to CMV drivers. It is the practice of SLMPD that an inspection will be conducted on every stopped CMV. (These MCSAP activities are in addition to the traffic enforcement conducted by the non-MCSAP SLMPD Traffic Safety Unit officers to deter unsafe driver behaviors by both CMV and non-CMV drivers.)

The projections provided in the table below were estimated by MoDOT based on historical data. The projections were not estimated by the MCSAP partners.

Missouri law enforcement agencies are specifically prohibited from setting what could be construed as a quota. Section 304.125 RSMo prohibits a political subdivision or law enforcement agency from having a policy requiring or encouraging

an employee to issue a certain number of citations for traffic violations on a quota basis. Pursuant to Section 575.320 RSMo, a public servant may be charged with a Class A misdemeanor if he or she orders an employee of a political subdivision to issue a certain number of traffic citations on a quota basis or orders an employee of a political subdivision to increase the number of traffic citations currently being issued. The Missouri statute makes no exceptions for employees assigned to traffic control/enforcement.

Missouri does not conduct a sufficient number of safety activities as required by 49 CFR 350.227(c)(2)(ii) to qualify to use MCSAP funds for non-CMV traffic enforcement. Therefore, no funding will be sought for non-CMV traffic enforcement activities. Data consistently reflects that non-CMV drivers are a greater contributor to CMV-involved crashes than the CMV driver so Missouri will instead have to rely on its NHTSA-funded traffic units to primarily conduct traffic enforcement of passenger vehicles operating around CMVs. These NHTSA-funded traffic units are also authorized to conduct traffic enforcement of CMVs but would not be permitted to conduct an inspection unless the officer is certified to do such. The Missouri MCSAP partners have the authority to conduct traffic enforcement of non-CMV drivers (and may do so from time to time if the non-CMV driver presents a risk while operating around a CMV), but any time dedicated specifically to non-CMV activities will not be vouchered to MCSAP.

Work Zone Safety:

During the 2017 - 2021 calendar year, there were 12,174 work zone crashes in Missouri. At least one CMV driver was involved in 2,665 (22%) of these crashes, but 1392 (46%) of the total (3007) CMV drivers involved had "NO" contributing circumstance to the crashes.

The top contributing circumstances for the CMVs involved in Fatal, Disabling, and Minor Injury crashes are as follows:

1. None
2. Following too closely
3. Improper lane usage/change
4. Distracted/inattentive

MoDOT's Highway Safety and Traffic Division awards (non-MCSAP) work zone grants to local law enforcement agencies across the state. These grants provide reimbursement funding for agencies to monitor and enforce roadway traffic laws and safety within work zones and the congested areas immediately before and after these areas. Each of the MCSAP-funded subrecipients are recipients of these work zone grants for their Traffic Safety Units, which allows each agency to assist its MCSAP-funded unit in targeting CMVs, and non-CMV traffic in the immediate vicinity of CMVs. If requested, MCSAP-funded officers in Missouri can assist their respective agency's Traffic Safety Units in monitoring work zone areas as well, but the level of effort wouldn't be significant to MCSAP funding compared to the source of funding made available for the Traffic Safety Units.

Because a significant amount of funding exists from another source to focus on work zone safety, Missouri has not placed special emphasis to develop and implement a targeted enforcement plan to focus on work zones with MCSAP funds. MCSAP funds are instead allocated for activities that aren't being completed by alternate sources.

Enforcement of Drug and Alcohol Clearing House (DACH) Requirements:

FMCSA has established a target goal by FY 2025 of identifying at least 85% of drivers prohibited from operating under DACH regulations. Missouri agrees that drivers that are prohibited from operating a CMV pose an immediate danger to the safety of the traveling public.

The most recent national data indicates that the overall roadside "catch rate" for drivers prohibited from operating under FMCSA's DACH regulations is slightly over 50%. Missouri is slightly above this average. As of 8/26/2022, 427 prohibited drivers were inspected in Missouri and 231 (or 54%) were cited. As of 11/25/2022, 454 prohibited drivers were inspected in Missouri and 255 (or 56%) were cited. And as of 4/1/2023, 536 prohibited drivers were inspected in Missouri and 299 (or 56%) were cited.

Missouri strives to reach the national goal of 85% detection before FY 2025. MSHP hosted in-service training in the Spring of 2023, and inspectors were strongly encouraged to check the Commercial Driver's License Information System (CDLIS), Query Central (QC), and/or National Law Enforcement Telecommunication System (NLETS) for any DACH driver prohibitions. Any agency that hadn't previously been granted access to CDLIS has been provided such access. Also, Missouri anticipates to transition to SafeSpect in the Fall of 2023, which should improve the catch rate going forward.

Hazardous Materials (HM) Safety:

FY 2024 Update - Missouri will continue to monitor the existence of any high HM traffic lanes or high HM incident areas and conduct HM traffic enforcement accordingly, including paying attention to the possible presence of undeclared HM;

however, MCSAP-funded officers in Missouri do not profile and stop CMVs based on HM placarding.

Equitable Enforcement Practices:

Missouri MCSAP partners have committed to conduct traffic enforcement activities equitably in accordance to their respective CMV Inspection Selection and Unbiased Policing policies.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4800	4896	4994
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	48	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	800	825	850

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Missouri will monitor traffic enforcement efforts and include those activities in the quarterly SF-PPRs.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	Yes

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Missouri Department of Transportation - Motor Carrier Services Division

Enter the agency name responsible for PRISM in the State: Missouri Department of Transportation - Motor Carrier Services Division

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Missouri has no concerns with remaining compliant with Core ITD and Enhanced PRISM requirements.

Expanded PRISM participation requires inclusion of lighter weighted vehicles with a Gross Vehicle Weight (GVW) between 10,001 and 26,000 pounds. Challenges to implement expanded participation include:

- Equipment less than 26,001 pounds are not required to participate in the IRP program. Lighter weighted, beyond local plates are issued by the Missouri Department of Revenue (DOR).
- Legislation granting MoDOT and/or DOR authority to issue out of service orders would likely be required. The current authority resides in Section 226.009 RSMo.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

Missouri includes ITD O&M costs in the Spending Plan. Those costs include system maintenance and license fees for MoDOT's Oversize/Overweight (OSOW) permitting system.

Missouri also includes PRISM O&M costs in the Spending Plan. Those costs include system maintenance and license fees to support MoDOT's IRP and PRISM systems, as well as IRP membership dues.

These resources will ensure Missouri maintains its ITD and PRISM programs.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

FY 2024 Update - Missouri will monitor ITD status and continue to submit quarterly reports to FMCSA reflecting e-screening and credentialing transaction activity, as well as participate in monthly calls led by the ITD Program Manager. Missouri's ITD status will be included in the quarterly SF-PPRs also.

FY 2024 Update - Missouri will monitor PRISM status and continue to submit quarterly reports to FMCSA reflecting the number of out of service orders by reason code, as well as participate in monthly calls led by the PRISM Program Manager. Missouri's PRISM status will be included in the quarterly SF-PPRs also.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2017 - 2021

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	74	85	72	7	24
CMV Safety Belt Education and Outreach	0	0	1734	2724	2204
State Trucking Association Meetings	10	10	10	4	10
State-Sponsored Outreach Events	1	1	2	2	2
Local Educational Safety Events	0	0	22	8	12
Teen Safety Events	5	29	47	16	21

Narrative Overview for FY 2023 - 2025

Performance Objective: Increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

Public education and awareness activities are designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Public education and outreach are essential to changing social and cultural norms. These objectives directly support the *National Roadway Safety Strategy's* Safe System Approach.

FY 2024 Update / Updated 6/27/24 - MISSOURI DEPARTMENT OF TRANSPORTATION - HIGHWAY SAFETY AND TRAFFIC (HST) DIVISION:

The HST has 1 person available to be involved in public education and awareness activities.

The following table identifies HST's projections for public education and outreach engagements:

	FY 2023	FY 2024	FY 2025
Carrier Safety Talks	0	0	0
CMV Safety Belt Education and Outreach	0	0	0
State Trucking Association Meetings	16	9	9
State-Sponsored Outreach Events	2	4	4
Local Educational Outreach Events	5	14	14
Teen Safety Events	5	4	4

Updated 6/27/24 - State Trucking Association Meetings:

HST will participate in meetings hosted by Missouri Trucking Association (MoTA), particularly their Council of Safety Supervisors meetings (held 8 months out of the year). These meetings are intended to demonstrate partnership between MoTA and HST to further public education and promote roadway safety to MoTA members.

In addition, HST will participate in meetings hosted by Owner-Operator Independent Drivers Association (OOIDA), particularly one of their semi-annual Board Meetings. This meeting is intended to demonstrate partnership between OOIDA and HST to further public education and promote roadway safety to OOIDA members.

State-Sponsored Outreach Events:

In an effort to decrease the number of CMV-involved fatalities and serious injuries in Missouri, HST will do a MCSAP-funded statewide media campaign to educate non-CMV drivers on how to safely travel around CMVs. The Commercial Motor Vehicle Awareness campaign will run from Memorial Day to Independence Day (approximately 6 weeks) using the tagline "Respect the Load, Share the Road". The theme is aimed at informing the public of the need for the trucking industry, as well as safe driving behaviors around them. The campaign also reminds CMV drivers of safe driving tips. The media plan may include truck side billboards (truck wraps). These would allow for large format static displays with CMV Awareness graphics, in addition to other traditional media formats. HST uses a media company with an existing state contract.

Added 6/7/24 - In addition, starting in FY 2024, in an effort to decrease the number of school bus-involved fatalities and serious injuries in Missouri, HST will do a MCSAP-funded statewide media campaign to educate non-CMV drivers on how to safely share the road with school buses. The Back to School Awareness campaign will run August to September (approximately 5 weeks) with a special focus on stop arm obedience, as well as other safe driving tips. HST uses a media company with an existing state contract.

Further, in an effort to increase roadway safety and in preparation for Missouri's inclement weather months, HST will do a MCSAP-funded statewide media campaign from December to January (8 weeks). The theme is aimed at CMV drivers reminding to slow down, plan ahead, check weather forecasts, possibly delay travel, and pull off if roads get slick. In addition to the traditional media plan, this campaign may include year-round social media posts for important CMV driver awareness to include Human Trafficking Month in January, International Roadcheck in May, National Secure Your Load Day in June, Operation Safe Driver in July, Operation Airbrake/Brake Safety Week in August, and National Driver Appreciation Week in September. HST uses a media company with an existing state contract.

Updated 6/7/24 - Lastly, HST hosted a CMV Strategic Workshop in March 2024; the first in over a decade. The meeting was attended by a range of backgrounds - law enforcement, patrol records, prosecutorial, judicial, state licensing, trucking associations, busing associations, ELDT instructors, CDL testers, engineers, research, insurance, public education/outreach, and federal partners. The purpose of the meeting was to network and strategize about the challenges and emerging issues that affect CDLs and CMVs. HST intends to continue hosting these sessions annually.

Updated 6/27/24 - Local Educational Outreach Events:

HST will participate in activities organized by the MoTA, including their Safety Day at Rest Stops, Truck Driver Appreciation Day, and Weigh Station Visits, as well as their Annual Convention, Spring Safety Conference, and Truck Driving Championship. These events are intended to demonstrate partnership between MoTA and HST to further public education and promote roadway safety to MoTA members and, where appropriate, the motoring public.

In addition, HST will participate in activities sponsored by the Missouri Dump Truckers Association (MDTA), including their Convention and Trade Show. This event is intended to demonstrate partnership between MDTA and HST to further public education and promote roadway safety to MDTA members.

HST will also participate in activities organized by the Missouri Association of Pupil Transportation (MOAPT), including their School Bus Safety Competition and Convention and Trade Show. These events are intended to demonstrate partnership between MOAPT and HST to further public education and promote roadway safety to MOAPT members.

HST will also participate in activities organized by Missouri School Bus Contractors Association (MSBCA), including their Conference and Exhibition. This event is intended to demonstrate partnership between MSBCA and HST to further public education and promote roadway safety to MSBCA members.

Further, HST will participate in other local educational outreach opportunities, such as human trafficking awareness efforts at the Missouri State Fair in Sedalia in August, traffic safety education at the Parson Family Fall Festival in

Jefferson City in October, and other programs that allow for education on driving safely around CMVs and sharing the road.

Teen Safety Events:

HST will participate in NHTSA-funded teen safety programs, such as TRACTION (held in 2 locations during the summer), TRACTION Reunion, and B.R.A.K.E.S. These programs are intended to educate new and young drivers on driving safely around CMVs and sharing the road.

SaveMOLives Webpage:

The Missouri Coalition for Roadway Safety, which is chaired by HST, maintains a website at www.savemolives.com to educate all Missouri drivers of safe driving behaviors. Much of the public awareness and outreach efforts are made possible by NHTSA grant monies awarded to HST, but the public awareness efforts and paid media campaigns available on the Commercial Motor Vehicle Awareness landing page are supported by MCSAP monies. These webpages are routinely updated to ensure the latest statistical data and safety messaging is available to the general public and MoDOT's safety partners.

Work Zone Safety:

HST maintains a Work Zone Awareness landing page online at www.savemolives.com also. In addition, in an effort to decrease the number of fatalities and serious injuries occurring within work zones within Missouri and in conjunction with National Work Zone Awareness Week, HST does a statewide media campaign in April (non-MCSAP funded) to educate the motoring public to stay alert, slow down, and move over. The MCSAP-funded paid media campaign will also include a social media post in April focused on work zone safety, reminding CMV drivers of safe driving tips.

MISSOURI DEPARTMENT OF TRANSPORTATION - MOTOR CARRIER SERVICES (MCS) DIVISION:

FY 2024 Update - MCS has approximately 31 personnel available to be involved in public education and awareness activities.

MCS has a presentation program to educate the motoring public on safely driving around a CMV and sharing the road, to include topics like stopping distances, blind spots, seat belt use, and inattentive driving awareness. These presentations are provided upon request.

Updated 6/27/24 - In addition, MCS has a General Safety presentation program for motor carriers to educate on general CMV safety and/or specific regulation areas. These presentations are provided virtually every other month in a 4-day format, with each day dedicated to a specific regulatory part, as well as in-person twice a year in March and September at the Kansas City, St. Louis, and Springfield Districts. Due to low attendance, only one in-person is held at the Central District, and it is conducted in March.

MCS will also send letters to carriers with a driver who received a seat belt violation. The letter reminds the carrier to encourage their drivers to use safety restraints and reminds them of the CSA and other consequences of not wearing a seat belt.

Further, MCS includes human trafficking awareness information with all their Investigations and New Entrant Safety Audits reports.

The following table identifies MCS' projections for public education and outreach engagements:

	FY 2023	FY 2024	FY 2025
Carrier Safety Talks	20	20	20
CMV Safety Belt Education and Outreach	2,000	2,000	2,000
State Trucking Association Meetings	*Included in HST projection*		
State-Sponsored Outreach Events	0	0	0
Local Educational Outreach Events	5	5	5
Teen Safety Events	5	5	5

MISSOURI STATE HIGHWAY PATROL (MSHP):

MSHP has approximately 70 personnel available to be involved in public education and awareness activities. These personnel provide information on a variety of traffic safety issues related to CMVs. The objective of the public education and outreach is to increase safety awareness of the motoring public, motor carriers, and drivers.

Also, MSHP is instrumental in ensuring that Missouri has implemented the Truckers Against Trafficking (TAT) human trafficking model. MSHP has a couple of TAT instructors on staff for its law enforcement academy that provide TAT training to all of the Commercial Vehicle Enforcement Officers (CVOs). In addition, the law enforcement academy provides Interdiction for the Protection of Children (IPC) training to all of the CVOs, as well as the Commercial Vehicle Enforcement Troopers (CVETs). Further, the Commercial Vehicle Enforcement Division (CVED) stocks the scale facilities across the State with TAT literature and has disseminated TAT literature to the truck stops and bus stations across the state, urging them to train employees and display signage/literature. MSHP also participates in the annual Human Trafficking Awareness Initiative (HTAI) hosted by the Commercial Vehicle Safety Alliance (CVSA) in January, which seeks to reduce human trafficking through coordinated enforcement and educational awareness measures within the commercial motor vehicle industry.

FY 2024 Update - The following table identifies MSHP's projections for public education and outreach engagements:

	FY 2023	FY 2024	FY 2025
Carrier Safety Talks	50	50	55
CMV Safety Belt Education and Outreach	100	0	0
State Trucking Association Meetings	0	0	0
State-Sponsored Outreach Events	0	0	0
Local Educational Outreach Events	4	4	4
Teen Safety Events	2	2	2

KANSAS CITY POLICE DEPARTMENT (KCPD):

Updated 6/27/24 - KCPD has approximately 10 personnel available to be involved in public education and awareness activities. These personnel provide information on a variety of traffic safety issues related to CMVs. The objective of the public education and outreach is to increase safety awareness of the motoring public, motor carriers, and drivers.

KCPD also participates in the annual Human Trafficking Awareness Initiative (HTAI) hosted by the CVSA in January, which seeks to reduce human trafficking through coordinated enforcement and educational awareness measures within the commercial motor vehicle industry.

FY 2024 Update - The following table identifies KCPD's projections for public education and outreach engagements:

	FY 2023	FY 2024	FY 2025
Carrier Safety Talks	4	4	4
CMV Safety Belt Education and Outreach	2	2	2
State Trucking Association Meetings	0	0	0
State-Sponsored Outreach Events	0	0	0
Local Educational Outreach Events	0	2	2
Teen Safety Events	4	4	4

ST. LOUIS COUNTY POLICE DEPARTMENT (SLCPD):

FY 2024 Update - SLCPD has approximately 8 personnel available to be involved in public education and awareness activities. These personnel provide information on a variety of traffic safety issues related to CMVs. The objective of the public education and outreach is to increase safety awareness of the motoring public, motor carriers, and drivers.

SLCPD also participates in the annual Human Trafficking Awareness Initiative (HTAI) hosted by the CVSA in January, which seeks to reduce human trafficking through coordinated enforcement and educational awareness measures within the commercial motor vehicle industry.

FY 2024 Update - The following table identifies SLCPD's projections for public education and outreach engagements:

	FY 2023	FY 2024	FY 2025
Carrier Safety Talks	4	10	10
CMV Safety Belt Education and Outreach	2	10	10
State Trucking Association Meetings	0	0	0
State-Sponsored Outreach Events	0	0	0
Local Educational Outreach Events	4	5	5
Teen Safety Events	0	0	0

ST. LOUIS METROPOLITAN POLICE DEPARTMENT (SLMPD):

SLMPD has approximately 10 personnel available to be involved in public education and awareness activities. These personnel provide information on a variety of traffic safety issues related to CMVs. The objective of the public education and outreach is to increase safety awareness of the motoring public, motor carriers, and drivers.

SLMPD also participates in the annual Human Trafficking Awareness Initiative (HTAI) hosted by the CVSA in January, which seeks to reduce human trafficking through coordinated enforcement and educational awareness measures within the commercial motor vehicle industry.

FY 2024 Update - The following table identifies SLMPD's projections for public education and outreach engagements:

	FY 2023	FY 2024	FY 2025
Carrier Safety Talks	5	5	10
CMV Safety Belt Education and Outreach	5	5	10
State Trucking Association Meetings	0	0	0
State-Sponsored Outreach Events	0	0	0
Local Educational Outreach Events	2	5	5
Teen Safety Events	0	0	0

Projected Goals for FY 2023 - 2025

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	83	89	99
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2109	2017	2022
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	16	9	9
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	4	4
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	20	35	35
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	16	15	15

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Missouri will monitor public education and outreach efforts and report results in the quarterly SF-PPRs.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: Missouri State Highway Patrol (and MoDOT Motor Carrier Services for their respective data)

Enter the agency or agencies name responsible for DataQs: Missouri State Highway Patrol (and MoDOT Motor Carrier Services for their respective DataQs)

Enter the agency name responsible for the Crash Data Repository: Missouri State Highway Patrol

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

FY 2024 Update - July 28, 2023

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

N/A - all SSDQ ratings are rated as "Good/Green"

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

In 2019, the two largest urban areas in Missouri finally switched to electronic submittal of crash reports. The Kansas City Police Department transitioned in August 2019, and the St. Louis Metropolitan Police Department transitioned in October 2019.

It was anticipated that the processing of crash reports would speed up with the transition of the two largest metropolitan reporters and the subsequent reduction in paper reports. Specifically, once the Missouri State Highway Patrol (MSHP), Patrol Records Division (PRD) staff got past November 2019 paper reports, a decrease in the amount of time it would take staff to process reports (particularly paper reports) was anticipated. This was demonstrated quickly, has been maintained, and is anticipated to be maintained for the future.

However, there are still several law enforcement agencies throughout the state that do not electronically submit crash reports. The hard copies are boxed up and delivered to the MSHP PRD in Jefferson City, MO for manual submission into Statewide Accident Reporting System (STARS), which creates a delay in processing. If there are any errors on reports, they must be sent back to the officers for correction, which further slows the completion of the process.

Missouri actively encourages the remaining paper reporters to consider reporting electronically. As more law enforcement agencies transition from paper to electronic submission, the timeliness of crash reports will continue to increase and improve.

MSHP is responsible for data quality and DataQs for MSHP, KCPD, SLCPD, and SLMPD. The Commercial Vehicle Enforcement Division (CVED) employs 4 personnel trained to handle the DataQs. These personnel use the FMCSA publication titled "DataQs, Analyst Guide, Best Practices for Federal and State Agency Users". If a requestor is not satisfied with the state's response, the DataQ and all supporting documentation is forwarded to the FMCSA Missouri Division Office to render a final decision.

Any DataQs submitted relating to work conducted by the MoDOT Motor Carrier Services (MCS) Division is handled by MCS in the same manner that MSHP follows for the law enforcement agencies. If a requestor is not satisfied with the state's response, the DataQ and all supporting documentation is forwarded to the FMCSA Missouri Division Office to render a final decision.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Missouri will continue to monitor its SSDQ ratings and report results in the quarterly SF-PPRs.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2017 - 2021

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	674	749	745	714	696
Intrastate	60	68	84	31	166
Total Audits	734	817	829	745	862

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2023 - 2025

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Missouri Department of Transportation - Motor Carrier Services Division

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	06/24/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1072
Current Number of Past Dues	198

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2023 - 2025

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	150	95	185	0	240	0
# of Safety Audits (Offsite)	900	10	741	0	960	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	1050	105	926	0	1200	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

New entrant safety audits are instrumental in providing educational and technical assistance to carriers on safety and the operational requirements of the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). Safety audits also gather data needed to assess the carrier's safety performance and safety management controls to ensure compliance with applicable FMCSRs, HMRs, and related record-keeping requirements. All of these objectives directly support the *National Roadway Safety Strategy's* Safe System Approach.

The Missouri Department of Transportation (MoDOT), Motor Carrier Services (MCS) Division conducts both federal (interstate) and state (intrastate) safety audits on Missouri-based carriers. The safety audits will be conducted at the carrier's place of business (on-site) or electronically (off-site). The goal is to provide education on regulatory compliance early in the stage of a carrier's operation to help create safer roadways and reduce crashes.

Federal safety audits are assigned to MCS by FMCSA through the New Entrant Web System (NEWS). (The NEWS indicates and determines whether the safety audit is to be completed onsite or offsite at the time of the assignment. Therefore, the projected goals are based on historical data of onsites completed.) Motor carriers must undergo a safety audit within the first 12 months of their operation to complete FMCSA's New Entrant Program.

State safety audits are assigned internally by MCS in a similar manner as federal safety audits, but intrastate carriers are identified for a state safety audit within the first 6 months of their Missouri authority being granted. Many of the intrastate carriers have not been contacted or educated on economic and/or safety regulations. Upon contact, MCS often finds that many intrastate carriers are operating in non-compliance. MCS strongly believes there is a correlation between upfront education improving safety and reducing crashes within the state. Therefore, intrastate carriers need to be educated the same as interstate carriers.

Update for FY 2024 / Updated 6/27/24 - MCS designates 20 Investigators to conduct safety audits, though none of these Full-Time Equivalents (FTEs) conduct them on a full-time basis. The 4 Investigations Supervisors assist when time allows but have the added supervisory role that takes away from their ability to conduct them on a regular

basis. The Investigators are also responsible for reviewing carrier complaints, conducting compliance investigations, and other work as assigned. This allows the Investigators to be dual trained though, which greatly increases the productivity and efficiency of the New Entrant Program by preparing the Investigators to complete any action needed for the new entrant carrier (e.g. Chameleon, Covered Farm Vehicle, Inactivation, CSA Mandatory).

Updated 6/27/24 - The safety audit estimates identified in the above table are based on projected staffing levels. The FY 2023 MCSAP funding was awarded July 1, 2023, the FY 2024 MCSAP funding was awarded July 1, 2024, and the FY 2025 MCSAP funding will be awarded July 1, 2025. The estimates are re-evaluated each year based on staffing levels and available resources corresponding to the fiscal year. MCS is unable to project a 20% increase each year as desired by FMCSA due to current projected staffing levels. Also, intrastate safety audits are indicated as 0 in the table for FY 2024 and FY 2025 because MCS will no longer be conducting intrastate audits utilizing MCSAP funds.

The biggest challenge that MCS faces is staffing.

FY 2024 Update - MoDOT's budgetary spending authority is dependent on approval from the Missouri General Assembly, irrespective of the various funding sources to reimburse the expenditures. Payroll must still be paid from MoDOT appropriations before reimbursement is sought from MCSAP. So from a budgetary standpoint, initial funding approval needs to be in place for hiring options to be supported. Separate from the funding, MCS is not able to hire additional full-time staff without increased FTE approval from the Missouri General Assembly. Requests for additional FTEs are highly scrutinized, and the planning process to submit such requests is extensive. MCS is never guaranteed to maintain its current level of Investigator FTEs though either; one Investigator FTE was transferred to another section in 2022 once the position became vacant. This decreased MCS' Investigator count by 1 (from 24 to 23). In addition, 3 of the remaining 23 Investigator FTE positions were deleted from the section in mid-2023 due to Division position control, leaving the S&C section with a total of 20 Investigator FTE positions.

Updated 6/27/24 - In addition, MCS (and MoDOT in general) has struggled to recruit and retain personnel in the recent years. The personnel turnover rate has skyrocketed for MoDOT, and replacement of these personnel has been a struggle. In the past when an Investigator position was posted, MCS would receive 20+ applications for the position. Today, MCS receives fewer applications and most do not meet qualifications. It is also becoming common of those who are selected to fail to appear for the interview appointment to complete the process. MoDOT is actively making efforts to improve pay plans to retain and attract new employees, but this cannot be implemented at will either.

MoDOT is currently not able to hire contractors to perform safety audits due to the lack of spending authority and FTEs approved by the Missouri General Assembly. In addition, MoDOT has concerns with hiring contractors to perform safety audits on behalf of MCS due to the third-party employment and supervisor relationship, as well as conflict of interest. This option will continue to be explored, however, for the future.

FY 2024 Update / Updated 6/27/24 - MCS is taking alternative approaches to try and increase the number of safety audits completed though. These approaches include giving employees approval to work overtime to complete additional work on the inventory, having the Investigations Supervisors complete safety audits when time allows to assist the Investigators, and using Investigations Specialist employees (who were previously certified) to complete the pre-screening. The pre-screening basically establishes contact to determine eligibility for an audit to be conducted. Upon conclusion, this contact may result in a 3-attempt process, inactivation, switch to intrastate, Non-CMV, CFV statement, etc. All actions resulting in reducing the inventory, and it has been significantly successful. In addition, MCS was approved to hire 2 part-time employees (one in February 2023 and one in June 2023) - one specifically to do the pre-work and document collection process to streamline the safety audits for an investigator and the other is certified to complete off-site safety audits from start to finish. Both positions are contracted for 1 year, at which time continuance of the positions must be re-evaluated.

FY 2024 Update / Updated 6/27/24 - No one could have anticipated the influx and extreme increase of the number of carriers entering the industry and being placed into the New Entrant Program. Missouri is intensely aware of the inventory and is closely monitoring any overdue and upcoming overdue. It is important to understand that as a result of personnel vacancies, MCS only has 11 of the 20 full-time investigators certified to perform safety audits. The investigations staff are doing everything within their ability to address the inventory and overdues, but MCS continues to experience personnel turnover and hiring issues, which also affects their efforts.

Activity Plan for FY 2023 - 2025: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Updated 6/27/24 - MCS proposes to complete safety audits within 6 to 12 months of the carrier's entry date and follow the new Expedition Action Policy of completing the identified audits within 120 days, all which meets New Entrant

Program expectations. The purpose of the safety audit is to ensure that new entrant carriers are educated and are in compliance with all CMV safety and hazardous material regulations to ultimately reduce crashes and fatalities.

An average safety audit includes pre-investigative work, establishing contact with the carrier, requesting documents, setting dates and times, travel to and from the carrier's principal place of business for on-site assignments, obtaining documents, educating the carrier, finalizing the safety audit report, supervisory review, and uploading the report to MCMIS. In addition, there is also the time incurred for the carriers that fall outside of the average routine audit. That additional time includes an investigator researching and determining a chameleon carrier, determining a carrier meets the definition of a farmer and obtaining a signed Covered Farm Vehicle (CFV) statement, and a carrier deciding they do not want or need to have interstate authority, which results in time spent guiding the carrier in the system to inactivate or obtain a letter to switch the carrier to intrastate.

Updated 6/27/24 - MCS has taken the approach to free up previously certified personnel to assist in working the front-end of the safety audit by contacting the carrier to explain the audit process, determining if other actions apply, obtaining documents, and creating the DRL if more documents are needed, all of which helps to address the inventory and streamline the audit for the certified Investigator to complete and close out with the carrier.

Equitable Enforcement Practices:

MCS is committed to conducting safety audits equitably in accordance with its CMV Inspection Selection and Unbiased Policing policies.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Updated 6/27/24 - MCS will continue to monitor and track New Entrant audits to ensure that the commitment to interstate carriers continues at or above its current level.

The Investigations Supervisors will review safety audit reports for quality and accuracy as they are completed throughout the month and will track and address errors with the Investigators to ensure corrections are made and understood for the future.

The Investigations Administrator will provide safety audit staff a monthly progress report informing of their advancement toward meeting the yearly goal.

The Program Manager will monitor FMCSA's New Entrant list of carriers weekly for due dates to prevent overdue carriers appearing in the new entrant inventory and communicate the findings to the Supervisors and Investigators (and the FMCSA Missouri Division Office). This report makes everyone involved highly aware of the situation and keeps a continuous communication and focus on the matter.

Missouri will continue to track the new entrant inventory and non-audit resolutions and report results in the quarterly SF-PPRs.

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 33.33%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2023 - 2025

Project Goal: Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

Projected Goals for FY 2023 - 2025: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2023	100
2024	100
2025	100

Update for FY 2024 -

The following table identifies Missouri's OOS enforcement from FFY 2020 to current:

Measures		FY 2020	FY 2021	FY 2022	FY 2023 YTD*
Inspection Counts	Inspections on all OOS carriers	23	33	31	38 46
	Inspections on all OOS carriers identified	20	26	23	33 39
OOS Carriers <u>not</u> Identified	IH carriers not identified	0	0	0	0
	Unsat/Unfit carriers not identified	0	1	2	0
	Other OOS types not identified	3	6	6	5 7
OOS Carriers Identified	IH carriers identified	0	0	0	0
	Unsat/Unfit carriers identified	4	1	1	4

	Other OOS types identified	16	25	22	29 35
% Identified (OOS Catch Rate)	% of all OOS carriers identified	86.96%	78.79%	74.19%	86.84% 84.78%
	% of IH & Unsat/Unfit carriers identified	100.00%	50.00%	33.33%	100.00%

*Per A&I Online as of 8/18/2023 (data source: MCMIS and SAFER as of 7/28/2023)

As depicted in the table, during FFY 2020, Missouri identified 84.21% of Other OOS carriers (16 of 19 identified), but fortunately identified 100% of the OOS carriers with an IH or Unsat/Unfit order. There were 4 Unsat/Unfit carriers identified and 0 not identified.

During FFY 2021, Missouri identified 80.65% of Other OOS carriers (25 of 31 identified), and unfortunately only identified 50% of the OOS carriers with an IH or Unsat/Unfit order. There was 1 Unsat/Unfit carrier identified and 1 not identified. The officer encountered a CMV with no USDOT number markings, and the driver indicated the company had no USDOT number. The officer did a name search through ASPEN and SAFER but wasn't able to produce any results. The SAFETYNET matching tool changed the inspection thereafter.

During FFY 2022, Missouri identified 78.57% of Other OOS carriers (22 of 28 identified), and unfortunately only identified 33.33% of the OOS carriers with an IH or Unsat/Unfit order. There was 1 Unsat/Unfit carrier identified and 2 not identified. In one instance, the officer conducted the inspection because of obvious OOS violations on an empty covered farm vehicle and failed to check any further than the inspection pre-screen in ASPEN, which should have caught the Unsat/Unfit status but didn't. In the other instance, the officer admitted to overlooking the issue.

Thus far in FFY 2023, Missouri has identified 83.33% of Other OOS carriers (35 of 42 identified), but fortunately has identified 100% of the OOS carriers with an IH or Unsat/Unfit order. There were 4 Unsat/Unfit carriers identified and 0 not identified.

Missouri strives to identify 100% of OOS orders during roadside inspections; however, Missouri often encounters technological challenges. Officers are reliant on internet access to do roadside queries, but sometimes the internet fails, particularly in rural areas. It should be noted too that FMCSA systems are down for maintenance or repair quite often, which prevents officers from accessing systems during those periods. In addition, officers must utilize several different resources (ASPEN, SAFER, Query Central, etc.) in order to match records if the CMV or CMV driver doesn't willingly provide the necessary data. This requires continual training and great patience (and the longer the officer and CMV are roadside, the greater the safety risk). Each OOS miss is used as a learning and teaching opportunity though to ensure officers are using (and have the knowledge to use) proper procedures to identify high-risk carriers in order to prevent them from continued operations.

Program Activities for FY 2023 - 2025: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

The Missouri State Highway Patrol, Kansas City Police Department, St. Louis County Police Department, and St. Louis Metropolitan Police Department will check the carrier's operating status when conducting every roadside inspection. These enforcement agencies will run the USDOT number of inspected CMVs through Query Central and CVIEW to check their operating status. The inspectors will also make a committed effort to confirm a current business address of the OOS carrier.

FMCSA provides OOS reports to MoDOT and Missouri State Highway Patrol monthly. When these reports are received with an unidentified IH or Unsat/Unfit OOS, the Missouri State Highway Patrol will counsel officers and provide training on ways to improve the detection of OOS carriers.

Missouri will continue to work toward the FMCSA mandated catch rate of 85% of OOS carriers with an IH or Unsat/Unfit order with a goal to identify 100% of OOS carriers with an IH or Unsat/Unfit order.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Missouri will monitor OOS catch rates and report results in the quarterly SF-PPRs.

Part 3 Section 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

Drug Interdiction

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

The objective of the Drug Interdiction effort was to provide heightened enforcement on the roadways commonly used to transport and distribute illegal drugs. The Missouri State Highway Patrol, Field Operations Bureau (FOB) planned to use shared intelligence to arrest and convict those who transport and distribute illegal drugs on Missouri roadways. FOB planned to conduct 10 CMV drug interdiction operations with FY 2022 funding. Each operation was anticipated to be 3 days in length, with approximately 4 officers, each working 8-hour days.

Actual: Insert year to date progress (#, %, etc., as appropriate).

The number of drug interdiction operations and their outcomes are reported on a quarterly basis; however, there is no activity to report for FY 2022 yet because the FY 2022 funding was just awarded July 1, 2022. For reference though, FOB conducted 12 CMV drug interdiction operations with FY 2021 funding between July 1, 2021 and June 30, 2022, which resulted in 686 CMV stops, 623 CMV inspections, 81 drivers out-of-service, 62 vehicles out-of-service, 198 misdemeanor and infractions citations, 35 misdemeanor arrests, 20 felony arrests, and 1,494 warnings.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

With the extraordinary exception of the COVID-19 pandemic that hindered special operations, there have been no difficulties achieving the goal recently. FOB continues to be successful in conducting CMV drug interdiction operations.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

CMV Seat Belt Enforcement

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Increase the CMV seat belt usage rate by 2% in the next survey, which will be conducted in Fall 2021. Decrease the number of unbelted CMV involved fatalities by 9% per year.

Actual: Insert year to date progress (#, %, etc., as appropriate).

In 2016, Missouri conducted a CMV seat belt usage survey with a safety belt usage rate for CMV drivers of 82.8%. In 2021, as a result of FY 2021 funding, Missouri conducted a CMV seat belt usage survey with a safety belt usage rate of 87.7%. Although the usage rate has been increasing with each survey, Missouri continues to see unbuckled fatalities in CMV crashes. In 2019, there were 24 CMV driver fatalities, of which 9 were unbelted. In 2020, there were 20 CMV driver fatalities, of which 7 were unbelted. In 2021 there were 28 CMV driver fatalities, of which 10 were unbelted. The Missouri State Highway Patrol, Kansas City Police Department, St. Louis County Police Department,

and St. Louis Metropolitan Police Department issue citations to unbuckled drivers and passengers of commercial motor vehicles. In addition, the Missouri Department of Transportation, Motor Carrier Services (MCS) Division sends letters to carriers who have drivers who were issued a citation for non-use of a safety belt. The letter reminds carriers to encourage their drivers to buckle up and provides an indicator to the carrier of CSA and other consequences of not wearing a seat belt. These activities are done to decrease the number of unbelted CMV driver fatalities. The number of seat belt citations issued by law enforcement agencies to CMV drivers as well as the number of letters MCS sent to carriers who had drivers that were issued a citation for non-use of a safety belt are reported on a quarterly basis; however, there is no activity to report for FY 2022 yet because the FY 2022 funding was just awarded July 1, 2022. For reference though, the law enforcement agencies issued 337 seat belt citations between July 2021 and June 2022 as a result of FY 2021 funding. In addition, the MCS sent 2,582 letters to carriers between July 2021 and June 2022 as a result of FY 2021 funding.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Missouri has seen a steady increase in CMV safety belt usage since 2004, when the survey results showed a usage rate of 58.8%, but we continue to see unbelted fatalities in CMV-involved crashes. CMV drivers continue to disobey state law and Section 392.16 of the FMCSRs. Continued education and traffic enforcement is needed to correct this problem.

Activity #3

Activity: Describe State-specific activity conducted from previous year's CVSP.

Human Trafficking Detection and Enforcement

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Empower motor carrier companies and drivers to recognize and report possible instances of human trafficking.

Actual: Insert year to date progress (#, %, etc., as appropriate).

There is little activity to report for FY 2022 because the FY 2022 funding was just awarded July 1, 2022, but there is one activity that can be reported. As a result of FY 2022 funding, the MoDOT Highway Safety and Traffic (HST) Division partnered with TAT to bring the Freedom Drivers Project (FDP) trailer to the Missouri State Fair from August 18, 2022 to August 21, 2022 to educate the community about the realities of domestic sex trafficking and how the trucking industry is combatting it. HST is still waiting for the report from TAT to summarize the event, but volunteers had great interactions and experiences with the community, including numerous truck drivers and law enforcement personnel. For reference of other activities yet to occur in FY 2022, as a result of FY 2021 funding, the HST Division incorporated human trafficking awareness messages into its Winter 2021 paid media campaign to educate CMV drivers to look out for the signs and speak up. In addition, Missouri participated in public awareness and enforcement activities during Human Trafficking Awareness month in January 2022. Furthermore, MCSAP partners were encouraged to disseminate the Truckers Against Trafficking (TAT) wallet cards with each inspection, investigation, or audit report - the wallet cards highlight the hotline numbers to report a tip, actionable information needed when reporting a tip, and red flag indicators and questions to consider when presented with a situation that may be human trafficking.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

There have been no difficulties achieving the goal.

Part 3 Section 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Drug Interdiction

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Missouri is centrally located in the United States and includes heavily traveled roadways with a history of drug smuggling. Interstates 70, 44, 55, and 35 are major corridors for illegal contraband being transported by commercial motor vehicles. Drug interdiction efforts in conjunction with commercial motor vehicle roadside enforcement is necessary to reduce this risk.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

FY 2024 Update - Conduct 30 CMV drug interdiction operations. Each operation will be 3 days in length, with approximately 4 officers, each working 8-hour days.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

The Missouri State Highway Patrol will conduct CMV drug interdiction operations to provide heightened enforcement on the roadways commonly used to transport and distribute illegal drugs. MSHP's Field Operations Bureau (FOB) will use shared intelligence to arrest and convict those who transport and distribute illegal drugs on Missouri roadways. Protocols for the Criminal Interdiction projects are listed on the Operations Plans submitted by each of the participating troops. The composition of enforcement activities relies upon the use of Commercial Vehicle Enforcement Troopers (CVETs), Commercial Vehicle Officers (CVOs), and members assigned to the Criminal Interdiction Team. During these operations, enforcement personnel, with specialized CMV training, work alongside the criminal interdiction team and complete CMV inspections. These operations will be planned in strategic locations designed to increase the likelihood that CMVs stopped are involved in the transportation of drugs or other contraband. In addition, during these operations, all criminal activities are enforced, including efforts to

eradicate human trafficking. Training will be provided to ensure the officers have the necessary refresher training on human trafficking and drug interdiction detection.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The number of drug interdiction operations and their outcomes will be reported quarterly on the SF-PPRs.

State Objective #2

Enter the title of your State-Identified Objective.

CMV Seat Belt Enforcement

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Seat belt use remains one of the cheapest, easiest, and most important means to protect drivers (and passengers). Seat belts also help prevent serious damage and injury to others because buckled drivers are better able to control their vehicles in emergencies. However, too many CMV drivers continue to disobey Missouri state law and Section 392.16 of the FMCSRs that require seat belt use. According to the CMV seat belt usage survey conducted by MoDOT in 2021, surveyors observed 87.7% of CMV drivers belted. This was an increase from the 82.8% observed in 2016 and the 81.0% observed in 2014 but still does not equal the 100% required by state and federal law.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Decrease the number of unbelted CMV driver fatalities by 7.10% in 2023, by 9.30% in 2024, and by 12.09% in 2025.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

Missouri's long-term goal is to achieve 0 fatalities by the end of 2030. The Missouri Department of Transportation, Motor Carrier Services Division will send letters to carriers with drivers who were issued a citation for non-use of a seat belt. The letter reminds carriers to encourage their drivers to buckle up and provides an indicator of CSA and other consequences of not wearing a seat belt. The Missouri State Highway Patrol, Kansas City Police Department, St. Louis County Police Department, and St. Louis Metropolitan Police Department will issue citations to unbuckled drivers and passengers of commercial motor vehicles. And in general, Missouri will continue to conduct traffic enforcement and provide public education and outreach about the importance of seat belt use.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The number of CMV driver fatalities, as well as the number that were unbelted, will be reported quarterly on the SF-PPRs. In addition, the number of seat belt citations issued to CMV drivers, as well as the number of letters sent to carriers, will be reported quarterly on the SF-PPRs.

State Objective #3

Enter the title of your State-Identified Objective.

Human Trafficking Detection and Enforcement

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

The Human Trafficking industry exploits millions around the world. This exploitation takes on many forms, including but not limited to: forced labor, prostitution/commercial sexual

exploitation, and debt bondage. Human trafficking awareness efforts in conjunction with commercial motor vehicle roadside enforcement, compliance investigations, and safety audits is necessary to reduce this criminal activity. Transportation employees are the eyes and ears of our nation's highways, placing them in a unique position to make a difference to combat human trafficking.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Empower motor carrier companies and drivers to recognize and report possible instances of human trafficking.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

The MoDOT Highway Safety and Traffic (HST) Division will incorporate human trafficking awareness messages into its Winter paid media campaign to educate CMV drivers to look out for the signs and speak up. Update 6/27/24 - In addition, Missouri will participate in public awareness and enforcement activities during Human Trafficking Awareness month in January, as well as print and disseminate outreach/education materials at Rest Areas and Welcome Centers utilized by CMV drivers and the motoring public. Furthermore, MCSAP partners will be encouraged to disseminate the Truckers Against Trafficking (TAT) wallet cards with each inspection, investigation, or audit report - the wallet cards highlight the hotline numbers to report a tip, actionable information needed when reporting a tip, and red flag indicators and questions to consider when presented with a situation that may be human trafficking. FY 2024 Update - Lastly, HST will partner again with TAT to bring the Freedom Drivers Project (FDP) to the Missouri State Fair to bring awareness about human trafficking to the community. The FDP is a mobile exhibit intended to educate audiences about the realities of domestic sex trafficking and how the trucking industry is combatting it. The trailer provides many with their first glimpse into human trafficking, as well as simple action steps anyone can take. If the TAT FDP is not available, HST intends to partner with the MO Attorney General's Anti-Human Trafficking Task Force to ensure there is a presence in the MoDOT Highway Gardens building (or somewhere on the fairgrounds) to raise awareness to human trafficking and provide education to law enforcement, members of the trucking industry, and other members of the public on how to identify and report possible human trafficking.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Involvement in public awareness and detection activities related to human trafficking will be reported quarterly on the SF-PPRs.

State Objective #4

Enter the title of your State-Identified Objective.

Enforcement of Out of Service Orders

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Carriers that knowingly operate in violation of an out-of-service (OOS) order are ignoring safety regulations and consciously disregarding the law. These carriers pose an immediate danger to the safety of the traveling public.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Identify 100% of OOS carriers during roadside inspection activities.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

The Missouri State Highway Patrol, Kansas City Police Department, St. Louis County Police Department, and St. Louis Metropolitan Police Department will continue to check a

carrier's USDOT number or other identifiable information to verify operational status in order to immobilize carriers operating under an OOS order. The Missouri State Highway Patrol plans to increase the frequency of in-service trainings provided to its personnel, as well as the Kansas City Police Department, St. Louis County Police Department, and St. Louis Metropolitan Police Department MCSAP officers. This increased training will provide an opportunity to ensure all MCSAP officers have the resources to thoroughly check a carrier's operational status. Update for FY 2024 - When Missouri is notified of an IH or Unsat/Unfit OOS miss, the officer is counseled and provided training on ways to improve the detection of OOS carriers. OOS misses are handled as opportunities for training or re-training (lessons learned).

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

FY 2024 Update - The OOS catch rate are monitored monthly and will be reported quarterly on the SF-PPRs.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives and justify how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2024 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must ensure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$10,659,289.00	\$561,015.00	\$11,220,304.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,683,046.00
MOE Baseline:	\$37,304.52

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,683,046.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCS - Director	1	2.0000	\$125,864.54	\$2,517.29	\$2,391.43	\$125.86	\$4,910.47
MCS - Assistant Director	1	0.0000	\$128,471.62	\$0.00	\$0.00	\$0.00	\$14,131.88
MCS - Investigations Administrator	1	100.0000	\$119,820.98	\$119,820.98	\$113,829.93	\$5,991.05	\$0.00
MCS - Program Manager	1	100.0000	\$85,282.83	\$85,282.83	\$81,018.69	\$4,264.14	\$0.00
MCS - Investigations Specialist	3	100.0000	\$72,017.09	\$216,051.27	\$205,248.71	\$10,802.56	\$0.00
MCS - Transportation Enforcement Investigations Supervisor	4	100.0000	\$71,566.31	\$286,265.24	\$271,951.98	\$14,313.26	\$0.00
MCS - Senior Transportation Enforcement Investigator	11	100.0000	\$58,772.81	\$646,500.91	\$614,175.89	\$32,325.02	\$0.00
MCS - Transportation Enforcement Investigator	9	100.0000	\$51,603.30	\$464,429.70	\$441,208.22	\$23,221.48	\$0.00
MCS - Senior Technician	1	85.0000	\$41,787.95	\$35,519.75	\$33,743.76	\$1,775.99	\$0.00
MCS - Senior Administrative Professional (TPT)	2	100.0000	\$34,427.52	\$68,855.04	\$65,412.29	\$3,442.75	\$0.00
MCS - Senior Financial Services Specialist	1	5.0000	\$62,335.30	\$3,116.76	\$2,960.93	\$155.83	\$2,084.52
HST - CMV Program Manager	1	100.0000	\$71,695.68	\$71,695.68	\$68,110.90	\$3,584.78	\$0.00
HST - Senior System Management Specialist	1	0.0000	\$62,816.00	\$0.00	\$0.00	\$0.00	\$8,794.24
Subtotal: Salary				\$2,000,055.45	\$1,900,052.73	\$100,002.72	\$29,921.11
Overtime Project Costs							
MCS - Transportation Enforcement Investigations Supervisor	4	100.0000	\$21.13	\$84.52	\$80.29	\$4.23	\$0.00
MCS - Senior Transportation Enforcement Investigator	11	100.0000	\$113.02	\$1,243.22	\$1,181.06	\$62.16	\$0.00
MCS - Transportation Enforcement Investigator	9	100.0000	\$130.25	\$1,172.25	\$1,113.64	\$58.61	\$0.00
Subtotal: Overtime				\$2,499.99	\$2,374.99	\$125.00	\$0.00
TOTAL: Personnel				\$2,002,555.44	\$1,902,427.72	\$100,127.72	\$29,921.11
Accounting Method:	Cash						

Enter a detailed explanation of how personnel costs, including all overtime costs, were derived and allocated to the MCSAP project.

MoDOT - Motor Carrier Services (MCS) Division:

FY 2024 Update / Updated 7/3/24 - The Salary costs are based on state FY24 expenditures, to include a 3.2% COLA approved by Governor Parson effective 7/1/24, and are calculated based on a maximum of 2,080 total hours (52 weeks x 40 hours a week) in a year.

- Director: handles carrier communication and education through calls or site visits pertaining to compliance, safety, and enforcement; attends conferences and meetings; responsible for the operation of the Safety and Compliance section
- Assistant Director: handles carrier communication and education through calls or site visits pertaining to compliance, safety, and enforcement; attends conferences and meetings; assists with the responsibility for the operation of the Safety and Compliance section
- Investigations Administrator: supervises the planning, analysis, and project implementation activities necessary for commercial motor vehicle safety and hazardous materials programs; conducts educational outreach
- Program Manager: identifies and assigns state and federal activities; monitors state and federal programs; directs the statewide planning, coordination, and implementation of activities and special programs for motor carrier safety; oversees field offices and supports field investigative staff; serves as a liaison between FMCSA and field investigators; conducts educational outreach
- Investigations Specialist: researches, develops, and administers motor carrier programs and policies; interprets related statutes and regulations; serves in an advisory/training capacity to unit supervisors, employees, and motor carriers; conducts educational outreach
- Transportation Enforcement Investigations Supervisor: supervises and/or conducts economic and safety enforcement investigations, compliance reviews, educational outreaches, safety audits, and motor carrier vehicle inspections; identifies violators within a region of the state and develops prosecution cases
- Senior Transportation Enforcement Investigator: conducts compliance reviews, educational outreaches, safety audits, inspections of vehicles, and investigations of suspected safety and economic violations within an assigned region of the state; develops prosecution cases
- Transportation Enforcement Investigator: conducts routine compliance reviews, educational outreaches, safety audits, inspections of vehicles, and investigations of suspected safety and economic violations within a region of the state; assists in the development of prosecution cases
- Senior Technician: provides advanced administrative and paraprofessional support in motor carrier services functions, such as registration, regulatory activities, and compliance and audit programs, including resolving standard issues and mirroring non-standard issues with a high degree of independence
- Senior Administrative Professional: part-time 1,000 hour positions; one performs pre-work and document collection for new entrant safety audits to assist the Investigators, assists with phone duty and conducts educational outreach and the other is certified to complete off-site safety audits entirely on own
- Senior Financial Services Specialist: performs financial accounting, reporting, and support service activities for the Safety and Compliance section; prepares grant budget requests; prepares/documents monthly vouchers

MoDOT - Highway Safety and Traffic (HST) Division:

FY 2024 Update / Updated 7/3/24 - The Salary costs are based on state FY24 expenditures to include a 3.2% COLA increase approved by Governor Parson effective 7/1/24.

- Commercial Motor Vehicle (CMV) Program Manager: develops Missouri's Commercial Vehicle Safety Plan (CVSP), manages Missouri's MCSAP, and reports progress to FMCSA; conducts public education and outreach
- Senior System Management Specialist: runs all crash data and compiles reports and record requests for MCSAP

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCS - Director	76.3600	2.0000	\$125,864.54	\$1,922.20	\$1,826.09	\$96.11	\$3,749.64
MCS - Assistant Director	76.3600	0.0000	\$128,471.62	\$0.00	\$0.00	\$0.00	\$10,791.10
MCS - Investigations Administrator	76.3600	100.0000	\$119,820.98	\$91,495.30	\$86,920.54	\$4,574.76	\$0.00
MCS - Program Manager	76.3600	100.0000	\$85,282.83	\$65,121.96	\$61,865.87	\$3,256.09	\$0.00
MCS - Investigations Specialist	76.3600	100.0000	\$216,051.26	\$164,976.74	\$156,727.91	\$8,248.83	\$0.00
MCS - Transportation Enforcement Investigations Supervisor	76.3600	100.0000	\$286,349.72	\$218,656.64	\$207,723.81	\$10,932.83	\$0.00
MCS - Senior Transportation Enforcement Investigator	76.3600	100.0000	\$647,744.21	\$494,617.47	\$469,886.60	\$24,730.87	\$0.00
MCS - Transportation Enforcement Investigator	76.3600	100.0000	\$465,601.96	\$355,533.65	\$337,756.97	\$17,776.68	\$0.00
MCS - Senior Technician	76.3600	85.0000	\$41,787.95	\$27,122.88	\$25,766.74	\$1,356.14	\$0.00
MCS - Senior Administrative Professional	7.6500	100.0000	\$68,855.04	\$5,267.41	\$5,004.04	\$263.37	\$0.00
MCS - Senior Financial Services Specialist	76.3600	5.0000	\$62,335.30	\$2,379.96	\$2,260.96	\$119.00	\$1,591.74
HST - CMV Program Manager	76.3600	100.0000	\$71,695.68	\$54,746.82	\$52,009.48	\$2,737.34	\$0.00
HST - Senior System Management Specialist	76.3600	0.0000	\$62,816.00	\$0.00	\$0.00	\$0.00	\$6,715.28
TOTAL: Fringe Benefits				\$1,481,841.03	\$1,407,749.01	\$74,092.02	\$22,847.76

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

FY 2024 Update / Updated 7/3/24 -

All MCS and HST personnel are employed by the Missouri Department of Transportation and are subjected to the same fringe benefit rate.

The fringe benefit rate for full-time personnel are based on the following state FY25 fringe benefit items:

- Retirement - 52.01%
- Medical & Life Insurance - 16.02%
- OASI/Medicare - 7.26%
- Deferred Compensation State Match - 1.07%

Total - 76.36%

The fringe benefit rate for part-time personnel are based on the following state FY25 fringe benefit items:

- OASI/Medicare - 7.65%

The Base Amount for each position was calculated by multiplying the Salary by the # of Staff as identified in the Personnel section.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCS - In-Service Training	23	2	100.0000	\$3,427.00	\$3,255.65	\$171.35	\$0.00
MCS - In-State Training	23	2	100.0000	\$3,427.00	\$3,255.65	\$171.35	\$0.00
MCS - Branson Bus Checks	4	4	100.0000	\$1,776.00	\$1,687.20	\$88.80	\$0.00
MCS - CVSA Annual Conference	1	5	100.0000	\$1,975.00	\$1,876.25	\$98.75	\$0.00
MCS - CVSA Annual Workshop	1	5	100.0000	\$1,975.00	\$1,876.25	\$98.75	\$0.00
MCS - COHMED Conference	1	5	100.0000	\$1,975.00	\$1,876.25	\$98.75	\$0.00
MCS - MDTA Annual Convention	1	1	100.0000	\$50.00	\$47.50	\$2.50	\$0.00
MCS - MCSAP Planning Meeting	1	3	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
MCS - MoTA Annual Convention	0	0	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
MCS - MoTA Safety Conference	1	2	100.0000	\$391.00	\$371.45	\$19.55	\$0.00
MCS - MoTA Truck Driving Championship	3	2	100.0000	\$872.00	\$828.40	\$43.60	\$0.00
MCS - MoTA SuperTech Competition	1	2	100.0000	\$233.00	\$221.35	\$11.65	\$0.00
MCS - Investigator Replacement Training NAS Part A & B, GHM, CTIP, and OBP	3	25	100.0000	\$10,125.00	\$9,618.75	\$506.25	\$0.00
MCS - Investigator Replacement Training PCVI	3	5	100.0000	\$4,425.00	\$4,203.75	\$221.25	\$0.00
MCS - Investigator Replacement Training ISA	3	13	100.0000	\$9,210.00	\$8,749.50	\$460.50	\$0.00
MCS - Investigator Replacement Training All / Out-of-State	1	47	100.0000	\$11,620.00	\$11,039.00	\$581.00	\$0.00
HST - In-State Travel	1	4	100.0000	\$740.00	\$703.00	\$37.00	\$0.00
HST - MCSAP Planning Meeting	1	4	100.0000	\$1,840.00	\$1,748.00	\$92.00	\$0.00
HST - CVSA Annual Conference	1	4	100.0000	\$2,075.00	\$1,971.25	\$103.75	\$0.00
HST - CVSA Annual Workshop	1	4	100.0000	\$2,075.00	\$1,971.25	\$103.75	\$0.00
HST - MDTA Annual Convention	1	2	100.0000	\$195.00	\$185.25	\$9.75	\$0.00
HST - MoTA Annual Conference	0	0	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
HST - MoTA Safety Conference	1	2	100.0000	\$370.00	\$351.50	\$18.50	\$0.00
HST - MoTA Truck Driving Championship	1	3	100.0000	\$555.00	\$527.25	\$27.75	\$0.00
HST - OOIDA Board Meeting	1	1	100.0000	\$174.00	\$165.30	\$8.70	\$0.00
HST - MOAPT School Bus Competition	1	2	100.0000	\$370.00	\$351.50	\$18.50	\$0.00
HST - MSBCA Annual Conference & Exhibition	1	2	100.0000	\$370.00	\$351.50	\$18.50	\$0.00
HST - CMV Strategic Workshop	25	2	100.0000	\$3,350.00	\$3,182.50	\$167.50	\$0.00
HST - HT Exhibit at MO State Fair	2	7	100.0000	\$2,682.00	\$2,547.90	\$134.10	\$0.00
TOTAL: Travel				\$67,777.00	\$64,388.15	\$3,388.85	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

MoDOT - Motor Carrier Services (MCS) Division:

Updated 7/3/24 - In-Service Training: includes annual continued education for investigators on regulation changes, etc.; two days of training

- Lodging: \$96/night x 1 night x 23 staff = \$2,208.00
- Meals: \$53 x 23 staff = \$1,219.00
- Total = \$3,427.00

Updated 7/3/24 - In-State Training: includes training for new systems, new software (e.g. SafeSpect), new process changes, policy changes, statewide safety summit, etc.

- Lodging: \$96/night x 1 night x 23 staff = \$2,208.00
- Meals: \$53 x 23 staff = \$1,219.00
- Total = \$3,427.00

Removed 7/3/24 - St. Louis Bus Check: small passenger shuttle bus inspection strike force at each parking spot at the St. Louis airport normally in the Spring and Fall each year

- No longer will be conducting as a group strike force effort

Updated 7/3/24 - Branson Bus Check: motorcoach and bus inspection strike force at a fixed site in Branson, MO normally within the first two weeks in November each year

- Lodging: \$96/night x 3 nights x 4 staff = \$1,152.00
- Meals: \$39/day x 4 days x 4 staff = \$624.00
- Total = \$1,776.00

Commercial Vehicle Safety Alliance (CVSA) Annual Conference: held annually in the Fall to provide an opportunity for government officials, enforcement, and industry to gather together to affect changes for technical working committees, program committees, and task forces

- Lodging: \$240/night x 4 nights x 1 staff = \$960.00
- Meals: \$45/day x 5 days x 1 staff = \$225.00
- Airfare: \$600 x 1 staff = \$600.00
- Baggage Fees: \$35 each way = \$70.00
- Airport Parking: \$50.00
- Shuttle: \$70.00
- Total = \$1,975.00

Updated 7/3/24 - Commercial Vehicle Safety Alliance (CVSA) Annual Workshop: held annually in the Spring to provide an opportunity for government officials, enforcement, and industry to gather together to affect changes for technical working committees, program committees, and task forces

- Lodging: \$240/night x 4 nights x 1 staff = \$960.00
- Meals: \$45/day x 5 days x 1 staff = \$225.00
- Airfare: \$600 x 1 staff = \$600.00
- Baggage Fees: \$35 each way = \$70.00
- Airport Parking: \$50.00
- Shuttle: \$70.00
- Total = \$1,975.00

Updated 7/3/24 - Cooperative Hazardous Materials Enforcement Development (COHMED) Conference: held annually in January to provide an opportunity for individuals and organizations involved in the regulation, enforcement, and safety of transporting hazardous materials and dangerous goods to network, build working relationships, learn the latest trends and techniques, and provide input into future changes and regulations; presented by CVSA's COHMED Program

- Lodging: \$240/night x 4 nights x 1 staff = \$960.00
- Meals: \$45/day x 5 days x 1 staff = \$225.00

- Airfare: \$600 x 1 staff = \$600.00
- Baggage Fees: \$35 each way = \$70.00
- Airport Parking: \$50.00
- Shuttle: \$70.00
- Total = \$1,975.00

Missouri Dump Truckers Association (MDTA) Annual Convention: held annually in January to provide an opportunity for government officials, enforcement, and industry to gather together to network, build working relationships, discuss the importance of safety within the industry, and provide input into future changes and regulations; also provides for an opportunity to provide public education and outreach to this high-risk group due to their low seat belt use

- Meals: \$50.00

MCSAP Planning Meeting: held annually in May by FMCSA to discuss the new fiscal year funding opportunity, as well as the ITD and PRISM programs; as the Lead Agency for MCSAP, it is important for MCS to attend to gather information to develop the next CVSP and to stay informed on changes to MCSAP priority areas, the ITD program, and the PRISM program

- Lodging: \$220/night x 3 nights x 1 staff = \$660.00
- Meals: \$45/day x 3 days x 1 staff = \$135.00
- Airfare: \$600 x 1 staff = \$600.00
- Airport Parking: \$35.00
- Shuttle: \$70.00
- Total = \$1,500.00

Updated 7/3/24 - Missouri Trucking Association (MoTA) Annual Convention: held annually in September to provide an opportunity for government officials, enforcement, and members of MoTA to gather together to network, build working relationships, learn the latest trends and techniques, discuss the importance of safety within the industry, and provide input into future changes and regulations

- Leaving as a placeholder but zeroed in budget because unable to attend this year; the dates conflict with the MoDOT Highway Safety and Traffic Conference

Updated 7/3/24 - Missouri Trucking Association (MoTA) Safety Conference: held annually in February to provide an opportunity for government officials, enforcement, and members of MoTA to gather together to network, build working relationships, discuss the importance of safety within the industry, and present safety awards to the Drivers of the Month and Drivers of the Year; MCS is a judge for the Driver of the Month and Driver of the Year and is asked to help present the awards at this event in partnership with MoTA to promote safety

- Lodging: \$169/night x 2 nights x 1 staff = \$338.00
- Meals: \$26.50/day x 2 days x 1 staff = \$53.00
- Total = \$391.00

Missouri Trucking Association (MoTA) Truck Driving Championship: held annually in June as a competition of professional truck drivers allowing the drivers to demonstrate their driving and inspection skills, knowledge, and professionalism through a series of tests; MCS assists MoTA with the testing process to further promote safety amongst the drivers and is available to the drivers to conduct outreach and education

- Lodging: \$169/night x 2 nights x 1 staff = \$338.00 (for staff member that needs to stay at the on-site hotel due to the hours the member must be present for the event)
- Lodging: \$96/night x 2 nights x 2 staff = \$384.00 (for staff that can stay at an off-site hotel location)
- Meals: \$25/day (dinner only) x 2 days x 3 staff = \$150.00
- Total = \$872.00

Added 7/3/24 - Missouri Trucking Association (MoTA) SuperTech Competition: held annually in April as a competition of professional CMV mechanics to demonstrate their skills, knowledge, and professionalism through a series of tests; MCS assists MoTA with the written test portion to further promote safety and is available to the mechanics to conduct outreach and education

- Lodging: \$169/night x 1 night x 1 staff = \$169.00
- Meals: \$32/day x 2 days x 1 staff = \$64.00
- Total = \$233.00

Investigator Replacement Training for NAS Part A & B, General Hazardous Materials (GHM), Cargo Truck Inspection Procedures (CTIP), and Other Bulk Packaging (OBP): necessary if MCS hires new investigators (these courses are offered in-state at the MSHP law enforcement training academy)

- Lodging: \$96/night x 25 nights x 3 staff = \$7,200.00
- Meals: \$39/day x 25 days x 3 staff = \$2,925.00
- Total = \$10,125.00

Investigator Replacement Training for Passenger Carrier Vehicle Inspection (PCVI): necessary if MCS hires new investigators; prepares the investigator to conduct inspections of passenger-carrying vehicles (this course is offered periodically in-state at the MSHP law enforcement training academy but is budgeted for out-of-state in the event the investigator cannot complete training in-state due to their hire date)

- Lodging: \$130/night x 5 nights x 3 staff = \$1,950.00
- Meals: \$45/day x 5 days x 3 staff = \$675.00
- Airfare, Baggage, & Airport Parking: \$600 x 3 staff = \$1,800.00
- Total = \$4,425.00

Investigator Replacement Training for Investigative Safety Analysis (ISA): necessary if MCS hires new investigators; prepares the investigator to conduct investigations and complete a compliance review (this course is not offered at the MSHP law enforcement training academy because MSHP doesn't conduct motor carrier investigations)

- Lodging: \$145/night x 13 nights x 3 staff = \$5,655.00
- Meals: \$45/night x 13 nights x 3 staff = \$1,755.00
- Airfare, Baggage, & Airport Parking: \$600 x 3 staff = \$1,800.00
- Total = \$9,210.00

Investigator Replacement Training All / Out-of-State: necessary if MCS hires a new investigator and is unable to get the investigator into the MSHP law enforcement training academy to receive certification training and must instead send the investigator out-of-state to complete all 7 certification trainings; estimated approximately 48 travel days to complete all 7 courses

- Lodging: \$145/night x 48 nights x 1 staff = \$6,960.00
- Meals: \$45/day x 48 days x 1 staff = \$2,160.00
- Airfare, Baggage, & Airport Parking: \$500 x 5 trips = \$2,500.00
- Total = \$11,620.00

MoDOT - Highway Safety and Traffic (HST) Division:

In-State Travel: as the MCSAP Coordinator, the CMV Program Manager is responsible for conducting on-site monitoring of the subrecipients; in addition, the CMV Program Manager travels to conduct public education and outreach

- Lodging: \$140/night x 4 trips x 1 staff = \$560.00
- Meals: \$45/day x 4 trips x 1 staff = \$180.00
- Total = \$740.00

MCSAP Planning Meeting: held annually in May by FMCSA to discuss the new fiscal year funding opportunity, as well as the ITD and PRISM programs; as the MCSAP Coordinator, it is important for the CMV Program Manager to attend to gather information and instruction on how to develop the next CVSP

- Lodging: \$190/night x 4 nights x 1 staff = \$760.00
- Meals: \$45/day x 4 days x 1 staff = \$180.00
- Airfare: \$500 x 1 staff = \$700.00
- Baggage, Airport Parking, & Shuttle: \$200.00
- Total = \$1,840.00

Updated 7/3/24 - Commercial Vehicle Safety Alliance (CVSA) Annual Conference: held annually in the Fall to provide an opportunity for government officials, enforcement, and industry to gather together to affect changes for technical working committees, program committees, and task forces

- Lodging: \$190/night x 5 nights x 1 staff = \$950.00
- Meals: \$45/day x 5 days x 1 staff = \$225.00

- Airfare: \$700 x 1 staff = \$700.00
- Baggage, Airport Parking, & Shuttle: \$200.00
- Total = \$2,075.00

Update 7/3/24 - Commercial Vehicle Safety Alliance (CVSA) Annual Workshop: held annually in the Spring to provide an opportunity for government officials, enforcement, and industry to gather together to affect changes for technical working committees, program committees, and task forces

- Lodging: \$190/night x 5 nights x 1 staff = \$950.00
- Meals: \$45/day x 5 days x 1 staff = \$225.00
- Airfare: \$700 x 1 staff = \$700.00
- Baggage, Airport Parking, & Shuttle: \$200.00
- Total = \$2,075.00

Missouri Dump Truckers Association (MDTA) Annual Convention: held annually in January to provide an opportunity for government officials, enforcement, and industry to gather together to network, build working relationships, discuss the importance of safety within the industry, and provide input into future changes and regulations; provides for an opportunity to provide public education and outreach to this high-risk group due to low seat belt use and to gather insight into trends and challenges faced by MDTA members when developing the next paid media campaign messaging

- Lodging: \$150/night x 1 night x 1 staff = \$150.00
- Meals: \$45/day x 1 day x 1 staff = \$45.00
- Total = \$195.00

Updated 7/3/24 - Missouri Trucking Association (MoTA) Annual Conference: held annually in September to provide an opportunity for government officials, enforcement, and members of MoTA to gather together to network, build working relationships, learn the latest trends and techniques, discuss the importance of safety within the industry, and provide input into future changes and regulations; HST is a member of MoTA's Council of Safety Supervisors (COSS) and attendance to this event allows HST to foster relationships with the association and drivers for future safety outreach; also provides an opportunity to gather insight into trends and challenges faced by MoTA members when developing the next paid media campaign messaging

- Leaving as a placeholder but zeroed in budget because unable to attend this year; the dates conflict with the MoDOT Highway Safety and Traffic Conference

Missouri Trucking Association (MoTA) Safety Conference: held annually in February to provide an opportunity for government officials, enforcement, and members of MoTA to gather together to network, build working relationships, discuss the importance of safety within the industry, and present safety awards to Drivers of the Month and Drivers of the Year; HST is a member of MoTA's Council of Safety Supervisors (COSS) and attendance to this event allows HST to foster relationships with the association and drivers for future safety outreach; also provides an opportunity to gather insight into trends and challenges faced by MoTA members when developing the next paid media campaign messaging

- Lodging: \$140/night x 2 nights x 1 staff = \$280.00
- Meals: \$45/day x 2 days x 1 staff = \$90.00
- Total = \$370.00

Missouri Trucking Association (MoTA) Truck Driving Championship: held annually in June as a competition of professional truck drivers allowing the drivers to demonstrate their driving and inspection skills, knowledge, and professionalism through a series of tests; HST is a member of MoTA's Council of Safety Supervisors (COSS) and attendance to this event allows HST to foster relationships with the association and drivers for future safety outreach; in addition, the CMV Program Manager does not represent a conflict of interest with the motor carriers and can assist with score keeping

- Lodging: \$140/night x 3 nights x 1 staff = \$420.00
- Meals: \$45/day x 3 days x 1 staff = \$135.00
- Total = \$555.00

Updated 7/3/24 - Owner-Operator Independent Driver Association (OOIDA) Board Meeting: held semi-annually in November and April to provide an opportunity for government officials, enforcement, and members of OOIDA to gather together to network, build working relationships, discuss the importance of safety within the industry, and provide input into future changes and regulations; the CMV Program Manager has begun conversations with this high-risk group

that isn't represented or reached by the Missouri Trucking Association or Missouri Dump Truckers Association for safety education and outreach; also provides an opportunity to gather insight into trends and challenges faced by OOIDA members when developing the next paid media campaign messaging

- Lodging: \$130/night x 1 night x 1 staff x 1 trip = \$130.00
- Meals: \$44/day x 2 days x 1 staff x 1 trip = \$44.00
- Total = \$174.00

Added 7/3/24 - Missouri Association of Pupil Transportation (MOAPT) School Bus Safety Competition: held annually in June as a competition of professional school bus drivers allowing the drivers to demonstrate their driving and inspection skills, knowledge, and professionalism through a series of tests; the CMV Program Manager has begun conversations with this group for safety education and outreach and attendance to this event allows HST to foster relationships with the association and drivers for future safety outreach; in addition, the CMV Program Manager does not represent a conflict of interest with the school districts and can assist with score keeping or judging

- Lodging: \$140/night x 2 nights x 1 staff = \$280.00
- Meals: \$45/day x 2 days x 1 staff = \$90.00
- Total = \$370.00

Added 7/3/24 - Missouri School Bus Contractors Association (MSBCA) Annual Conference & Exhibition: held annually in June to provide an opportunity for government officials and members of MSBCA to gather together to network, build working relationships, learn the latest trends and techniques, discuss the importance of safety within the industry, and provide input into future changes and regulations; the CMV Program Manager has begun conversations with this group for safety education and outreach and attendance to this event allows HST to foster relationships with the association and drivers for future safety outreach; also provides an opportunity to gather insight into trends and challenges faced by MSBCA members when developing the next paid media campaign messaging

- Lodging: \$140/night x 2 nights x 1 staff = \$280.00
- Meals: \$45/day x 2 days x 1 staff = \$90.00
- Total = \$370.00

Added 7/3/24 - CMV Strategic Workshop: HST intends to host a statewide CMV safety summit/strategic workshop annually to bring together federal agencies, state agencies, industry, enforcement, engineers, university researchers, insurance companies, etc. who have an interest in reducing the number and severity of CMV crashes with a goal of knowledge dissemination, networking, and raising awareness of contemporary issues related to CMVs

- Lodging: \$98/night x 1 night x 25 stakeholders = \$2,450.00
- Meals: \$20/dinner x 2 nights x 10 stakeholders = \$400.00
- Ground Transportation: \$50/each x 10 stakeholders = \$500.00
- Total = \$3,350.00

HT Exhibit at MO State Fair: HST intends to partner with TAT again, if available, to bring the FDP trailer to the Missouri State Fair in August; the trailer is intended to raise awareness to human trafficking and provide education to law enforcement and members of the trucking industry on how to identify and report possible human trafficking. If the TAT FDP is not available, HST intends to partner with the MO Attorney General's Anti-Human Trafficking Task Force to ensure there is a presence in the MoDOT Highway Gardens building to raise awareness to human trafficking and provide education to law enforcement, members of the trucking industry, and other members of the public on how to identify and report possible human trafficking

- Lodging: \$96/night x 6 nights x 2 volunteers = \$1,152.00
- Meals: \$45/day x 7 days x 2 volunteers = \$630.00
- Airfare: \$500 x 1 volunteer = \$500.00
- Rental Car & Fuel: \$300.00
- Baggage & Airport Parking: \$100.00
- Total = \$2,682.00

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCS - Office Equipment/Furniture	1 Annual	\$4,000.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
MCS - Office Supplies	1 Annual	\$4,000.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
MCS - Regulation/HM Books	1 Annual	\$3,000.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
MCS - Uniforms	4 Unit	\$850.00	100.0000	\$3,400.00	\$3,230.00	\$170.00	\$0.00
MCS - Inspection Supplies	1 Annual	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
MCS - Backpacks	4 Unit	\$60.00	100.0000	\$240.00	\$228.00	\$12.00	\$0.00
MCS - Desktop Printer/Scanner	1 Unit	\$245.00	100.0000	\$245.00	\$232.75	\$12.25	\$0.00
MCS - Portable Scanners	3 Unit	\$243.00	100.0000	\$729.00	\$692.55	\$36.45	\$0.00
MCS - Portable Printers	4 Unit	\$230.00	100.0000	\$920.00	\$874.00	\$46.00	\$0.00
TOTAL: Supplies				\$17,534.00	\$16,657.30	\$876.70	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

MoDOT - Motor Carrier Services (MCS) Division:

- Office Equipment/Furniture: costs related to the purchase of small office equipment or furniture not generally considered an office supply, such as desk chairs, stand-up desks, encrypted thumb drives for system backup, headset replacements, etc.
- Office Supplies: costs related to the purchase of consumable office supplies, such as printer ink, toner, paper, files, pens, calendars, etc.
- **Updated 7/3/24 -** Regulation/HM Books: costs related to ordering updated regulation books for staff each year
- Uniforms: costs related to the replacement of uniforms for existing investigators if needed or the purchase of uniforms for new investigators
- Inspection Supplies: costs related to the purchase of supplies used by investigative staff during inspections (or within their vehicle as a result of the nature of work involved with inspections), such as creepers, flashlights, brake calipers with cases, air pressure gauges, car organizers, floors mats, etc.
- Backpacks: costs related to the purchase of replacement backpacks, if needed, so investigators can transport their laptop, portable printer, portable scanner, regulation books, notebooks, pencils, pens, etc. to a carrier's principal place of business to conduct and complete an on-site investigation and/or safety audit

- Desktop Printer/Scanner: costs related to the purchase of replacement desktop printer/scanner combo units, if needed
- Portable Scanners: costs related to the purchase of replacement portable scanners, if needed, so investigators can operate in the field for on-site investigations and/or safety audits
- Portable Printers: costs related to the purchase of replacement portable printers, if needed, so investigators can operate in the field for on-site investigations and/or safety audits

Added 11/9/23 / Updated 7/3/24 - The supplies will be used by the MCS staff budgeted in the Personnel section at 100%.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.1 Definitions](#) and [2 CFR §200.331](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.1 Definitions](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Missouri State Highway Patrol	EFSSZNGCUF26	Subrecipient	100.0000	\$2,814,748.95	\$2,674,011.50	\$140,737.45	\$0.00
Description of Services: Inspections, Traffic Enforcement, & Public Education							
Kansas City MO Board of Police Commissioners	LMNXL2DG75S9	Subrecipient	100.0000	\$1,437,568.60	\$1,365,690.17	\$71,878.43	\$0.00
Description of Services: Inspections, Traffic Enforcement, & Public Education							
St. Louis County Police Department	PBMMQYFMJGE6	Subrecipient	100.0000	\$1,501,110.39	\$1,426,054.87	\$75,055.52	\$0.00
Description of Services: Inspections, Traffic Enforcement, & Public Education							
St. Louis Metropolitan Police Department	NASJAXYKUXJ1	Subrecipient	100.0000	\$1,002,883.39	\$952,739.22	\$50,144.17	\$0.00
Description of Services: Inspections, Traffic Enforcement, & Public Education							
MCS - Celtic Cross Holdings, Inc.	ELAHBD6JKBG1	Contract	100.0000	\$137,123.29	\$130,267.13	\$6,856.16	\$0.00
Description of Services: IFTA, IRP, OPA, CVIEW, & PRISM System Maintenance & License Fees							
MCS - SHI International Corp	CEFCD41CLDJ8	Contract	100.0000	\$35,941.04	\$34,143.99	\$1,797.05	\$0.00
Description of Services: OSOW System Maintenance & License Fees							
HST - Bucket Agency	ZRTCLGPMWC33	Contract	100.0000	\$292,318.87	\$277,703.05	\$14,615.82	\$0.00
Description of Services: CMV Paid Media Campaign							
HST - TBD	0	Contract	100.0000	\$210,526.32	\$200,000.00	\$10,526.32	\$0.00
Description of Services: Congestion Notification Software							
HST - REJIS	RMWLLQJ2CXZ8	Contract	100.0000	\$5,263.16	\$5,000.00	\$263.16	\$0.00
Description of Services: GMS Maintenance/Enhancements							
TOTAL: Contractual and Subaward				\$7,437,484.01	\$7,065,609.93	\$371,874.08	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Missouri State Highway Patrol:

- A subaward will be issued to this agency by MoDOT following submission of an application detailing their proposed project and requested budget

Kansas City MO Board of Police Commissioners:

- A subaward will be issued to this agency by MoDOT following submission of an application detailing their proposed project and requested budget

St. Louis County Police Department:

- A subaward will be issued to this agency by MoDOT following submission of an application detailing their proposed project and requested budget

St. Louis Metropolitan Police Department:

- A subaward will be issued to this agency by MoDOT following submission of an application detailing their proposed project and requested budget

MoDOT - Motor Carrier Services (MCS) Division:

- Celtic Cross Holdings, Inc.: provides for the licensing, maintenance, and support (O&M) for the following system requirements: International Fuel Tax Agreement (IFTA), International Registration Plan (IRP), Operating Authority (OPA), Commercial Vehicle Information Exchange Window (CVIEW), and Performance and Registration Information Systems Management (PRISM)
- SHI International Corp.: provides for the licensing, maintenance, and support (O&M) of MoDOT's Oversize and Overweight (OSOW) Permit System, MoDOT Carrier Express (MCE). MCE is a fully electronic permitting system that allows customers to apply and receive permits that authorize travel on Missouri's highways for oversize and/or overweight loads that exceed legal size and weight limitations as established in Missouri Statute.

MoDOT - Highway Safety and Traffic (HST) Division:

- **Updated 7/3/24** - Bucket Agency: provides for the creative services and paid media campaign to conduct public education and outreach to the motoring public and CMV drivers via radio, television, digital displays, digital billboards, digital video, social media, movie theatres, truck wraps, etc. The soft match is anticipated to be provided by MCS via IT expenses from Celtic and/or SHI O&M costs not already used for grant reimbursement, local match, or MOE.
- **FY 2024 Update / Updated 7/3/24** - TBD / Congestion Notification Software: provides for in-cab advanced warning to CMV drivers as they approach known high-risk areas on the road, which helps them to stay alert and reduce speed when applicable. The warnings could also pertain to delays ahead due to traffic crashes, inclement weather, etc. The warnings give drivers vital information to keep them safe as they travel down the road and subsequently improves highway safety and reduces the likelihood of CMV-involved crashes. MoDOT is still in the beginning phase of this project but has executed a contract with the University of Missouri - Columbia to research a tool that can provide in-cab notifications to CMV drivers. This initial research work is being funded by MoDOT, but ongoing costs to maintain and update the developed tool may be possible after December 31, 2024. The soft match is anticipated to be provided by MCS via IT expenses from Celtic and/or SHI O&M costs not already used for grant reimbursement, local match, or MOE.
- **Updated 7/3/24** - REJIS: provides for maintenance and enhancement costs specific to MCSAP for HST's Grants Management System (GMS), which is a web-based computer application that supports the administration of the MCSAP grants for subrecipients. GMS is used to display the approved budgets, create the annual contracts and contract conditions, create vouchers for reimbursement, track budget modifications, record monitorings, track equipment inventory, and record closeout. The soft match is anticipated to be provided by MCS via IT expenses from Celtic and/or SHI O&M costs not already used for grant reimbursement, local match, or MOE.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance-If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **Cost Basis** - is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** - is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** - means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCS - CVSA Annual Conference Registration	1 Staff	\$750.00	100.0000	\$750.00	\$712.50	\$37.50	\$0.00
MCS - CVSA Annual Workshop Registration	1 Event	\$750.00	100.0000	\$750.00	\$712.50	\$37.50	\$0.00
MCS - COHMED Conference Registration	1 Event	\$750.00	100.0000	\$750.00	\$712.50	\$37.50	\$0.00
MCS - MoTA Annual Convention Registration	0 Staff	\$0.00	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
MCS - MoTA Safety Conference Registration	1 Staff	\$220.00	100.0000	\$220.00	\$209.00	\$11.00	\$0.00
MCS - MoDOT Highway Safety and Traffic Conference Registration	4 Staff	\$140.00	100.0000	\$560.00	\$532.00	\$28.00	\$0.00
MCS - CVSA Decals	2000 Unit	\$0.46	100.0000	\$920.00	\$874.00	\$46.00	\$0.00
MCS - Subpoena Services	3 Unit	\$80.00	100.0000	\$240.00	\$228.00	\$12.00	\$0.00
MCS - Interpreter Services	2 Unit	\$65.00	100.0000	\$130.00	\$123.50	\$6.50	\$0.00
MCS - IFTA Membership Dues	1 Annual	\$17,000.00	100.0000	\$17,000.00	\$16,150.00	\$850.00	\$0.00
MCS - IRP Membership Dues	1 Annual	\$59,000.00	100.0000	\$59,000.00	\$56,050.00	\$2,950.00	\$0.00
MCS - Vehicle Maintenance/Repair/Fuel	12 Months	\$3,065.00	100.0000	\$36,780.00	\$34,941.00	\$1,839.00	\$0.00
MCS - Communications (cell phones & MIFI)	12 Months	\$1,690.00	100.0000	\$20,280.00	\$19,266.00	\$1,014.00	\$0.00
MCS - Office Space	12 Months	\$3,208.33	100.0000	\$38,499.96	\$36,574.96	\$1,925.00	\$0.00
HST - CVSA Membership Dues	1 Annual	\$18,800.00	100.0000	\$18,800.00	\$17,860.00	\$940.00	\$0.00
HST - Communications	12 Months	\$44.38	100.0000	\$532.56	\$505.93	\$26.63	\$0.00
HST - Meals for Quarterly Meetings	4 Quarters	\$275.00	100.0000	\$1,100.00	\$1,045.00	\$55.00	\$0.00
HST - CVSA Annual Conference Registration	1 Staff	\$750.00	100.0000	\$750.00	\$712.50	\$37.50	\$0.00
	1	\$750.00	100.0000	\$750.00	\$712.50	\$37.50	\$0.00

HST - CVSA Annual Workshop Registration	Staff						
HST - MoTA Annual Convention Registration	1 Staff	\$0.00	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
HST - MoTA Safety Conference Registration	1 Staff	\$200.00	100.0000	\$200.00	\$190.00	\$10.00	\$0.00
HST - MSBCA Annual Conference & Exhibition Registration	1 Staff	\$100.00	100.0000	\$100.00	\$95.00	\$5.00	\$0.00
HST - Meals for CMV Strategic Workshop	1 Event	\$8,000.00	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
HST - Venue for CMV Strategic Workshop	1 Event	\$4,000.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
HST - A/V for CMV Strategic Workshop	1 Event	\$720.00	100.0000	\$720.00	\$684.00	\$36.00	\$0.00
HST - Speakers for CMV Strategic Workshop	1 Event	\$500.00	100.0000	\$500.00	\$475.00	\$25.00	\$0.00
HST - Admission to MO State Fair for HT Exhibit	28 Tickets	\$10.00	100.0000	\$280.00	\$266.00	\$14.00	\$0.00
HST - Printing for Outreach and Education Materials	1 Annual	\$1,500.00	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
TOTAL: Other Costs				\$213,112.52	\$202,456.89	\$10,655.63	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

MoDOT - Motor Carrier Services (MCS) Division:

- CVSA Annual Conference Registration: fees associated to attending the Commercial Vehicle Safety Alliance training event in September
- CVSA Annual Workshop Registration: fees associated to attending the Commercial Vehicle Safety Alliance training event in April
- COHMED Conference Registration: fees associated to attending the Cooperative Hazardous Materials Enforcement Development training event in January
- **Updated 7/3/24 -** MoTA Annual Convention Registration: fees associated to attending the Missouri Trucking Association training event in September; however, leaving as a placeholder for \$0.00 in budget due to being unable to attend this year because the dates conflict with MoDOT's Highway Safety and Traffic Conference
- MoTA Safety Conference Registration: fees associated to attending the Missouri Trucking Association training event in February
- MoDOT Highway Safety and Traffic Conference Registration: fees associated to attending the MoDOT training event in September
- CVSA Decals: costs to purchase decals quarterly from CVSA for investigators to affix to CMVs following a passing inspection
- Subpoena Services: fees for rendering subpoenas to non-compliant motor carriers, if needed

- Interpreter Services: fees for language translation services to communicate with motor carriers or drivers, if needed
- IETA Membership Dues: annual membership dues to the International Fuel Tax Association for the July 1 to June 30 renewal period
- IRP Membership Dues: annual membership dues to the International Registration Plan for the October 1 to September 30 renewal period
- **Updated 7/3/24** - Vehicle Maintenance/Repair/Fuel: costs associated to the usage of 28 fleet vehicles
- **Updated 7/3/24** - Communications: costs associated to the usage of 31 cell phones and 1 MiFi device
- Office Space: costs associated to the 6 office locations statewide; includes the cost of all utilities as well as the cost of the building itself based on the square footage used by MCS personnel

MoDOT - Highway Safety and Traffic (HST) Division:

- CVSA Membership Dues: annual membership dues to the Commercial Vehicle Safety Alliance for the October 1 to September 30 renewal period
- Communications: costs associated to the usage of 1 cell phone by the CMV Program Manager
- Meals for Quarterly Meetings: costs associated to Missouri's Quarterly MCSAP Partners Meetings; meetings are scheduled from 9:30AM to 2:30PM to allow for statewide travel by attendees; providing lunch as opposed to breaking for lunch and everyone leaving ensures the meeting agenda can be completed in a timely manner and attendees can return to their official domicile at a reasonable time; there is no cafeteria alternative for the meeting locations so this is an expense that is ordinary and necessary to conduct business
- CVSA Annual Conference Registration: fees associated to attending the Commercial Vehicle Safety Alliance training event in September
- CVSA Annual Workshop Registration: fees associated to attending the Commercial Vehicle Safety Alliance training event in April
- **Updated 7/3/24** - MoTA Annual Convention Registration: fees associated to attending the Missouri Trucking Association training event in September; however, leaving as a placeholder for \$0.00 in budget due to being unable to attend this year because the dates conflict with MoDOT's Highway Safety and Traffic Conference
- MoTA Safety Conference Registration: fees associated to attending the Missouri Trucking Association training event in February
- **Added 7/3/24** - MSBCA Annual Conference & Exhibition Registration: fees associated to attending the Missouri School Bus Contractors Association training event in June
- **Added 7/3/24** - Meals for CMV Strategic Workshop: costs associated to hosting a CMV safety summit/strategic workshop with stakeholders from across the state; providing meals (as opposed to breaking for meals and everyone leaving the premise and arriving late) ensures the meeting gets started on time and the agenda can be completed in a timely manner so attendees can return to their official domicile at a reasonable time; most meeting venues do not have a cafeteria alternative so this is an expense that is ordinary and necessary to conduct business
- **Added 7/3/24** - Venue for CMV Strategic Workshop: costs associated to a professional and functional location for a CMV safety summit/strategic workshop with stakeholders from across the state, with A/V capabilities
- **Added 7/3/24** - A/V for CMV Strategic Workshop: costs associated to the audio/visual needs within a professional and functional location for a CMV safety summit/strategic workshop with stakeholders from across the state
- **Added 7/3/24** - Speakers for CMV Strategic Workshop: costs potentially associated to professional speakers for a CMV safety summit/strategic workshop with stakeholders from across the state
- Admission to MO State Fair for HT Exhibit: costs associated to gate admission tickets for volunteers to work the anti-human trafficking exhibit in August; 2 volunteers would be scheduled for two shifts per day for up to 14 days
- **Added 7/3/24** - Printing for Outreach and Education Materials: costs associated with printing outreach and education materials (e.g. magnets, posters, etc) for human trafficking awareness initiatives at Rest Areas and Welcome Centers utilized by CMV drivers and the motoring public

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$10,659,289.00	\$561,015.00	\$11,220,304.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,683,046.00
MOE Baseline:	\$37,304.52

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCS - Director	\$2,391.43	\$125.86	\$2,517.29	\$4,910.47
MCS - Assistant Director	\$0.00	\$0.00	\$0.00	\$14,131.88
MCS - Investigations Administrator	\$113,829.93	\$5,991.05	\$119,820.98	\$0.00
MCS - Program Manager	\$81,018.69	\$4,264.14	\$85,282.83	\$0.00
MCS - Investigations Specialist	\$205,248.71	\$10,802.56	\$216,051.27	\$0.00
MCS - Transportation Enforcement Investigations Supervisor	\$271,951.98	\$14,313.26	\$286,265.24	\$0.00
MCS - Senior Transportation Enforcement Investigator	\$614,175.89	\$32,325.02	\$646,500.91	\$0.00
MCS - Transportation Enforcement Investigator	\$441,208.22	\$23,221.48	\$464,429.70	\$0.00
MCS - Senior Technician	\$33,743.76	\$1,775.99	\$35,519.75	\$0.00
MCS - Senior Administrative Professional (TPT)	\$65,412.29	\$3,442.75	\$68,855.04	\$0.00
MCS - Senior Financial Services Specialist	\$2,960.93	\$155.83	\$3,116.76	\$2,084.52
HST - CMV Program Manager	\$68,110.90	\$3,584.78	\$71,695.68	\$0.00
HST - Senior System Management Specialist	\$0.00	\$0.00	\$0.00	\$8,794.24
Salary Subtotal	\$1,900,052.73	\$100,002.72	\$2,000,055.45	\$29,921.11
MCS - Transportation Enforcement Investigations Supervisor	\$80.29	\$4.23	\$84.52	\$0.00
MCS - Senior Transportation Enforcement Investigator	\$1,181.06	\$62.16	\$1,243.22	\$0.00
MCS - Transportation Enforcement Investigator	\$1,113.64	\$58.61	\$1,172.25	\$0.00
Overtime subtotal	\$2,374.99	\$125.00	\$2,499.99	\$0.00
Personnel total	\$1,902,427.72	\$100,127.72	\$2,002,555.44	\$29,921.11

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCS - Director	\$1,826.09	\$96.11	\$1,922.20	\$3,749.64
MCS - Assistant Director	\$0.00	\$0.00	\$0.00	\$10,791.10
MCS - Investigations Administrator	\$86,920.54	\$4,574.76	\$91,495.30	\$0.00
MCS - Program Manager	\$61,865.87	\$3,256.09	\$65,121.96	\$0.00
MCS - Investigations Specialist	\$156,727.91	\$8,248.83	\$164,976.74	\$0.00
MCS - Transportation Enforcement Investigations Supervisor	\$207,723.81	\$10,932.83	\$218,656.64	\$0.00
MCS - Senior Transportation Enforcement Investigator	\$469,886.60	\$24,730.87	\$494,617.47	\$0.00
MCS - Transportation Enforcement Investigator	\$337,756.97	\$17,776.68	\$355,533.65	\$0.00
MCS - Senior Technician	\$25,766.74	\$1,356.14	\$27,122.88	\$0.00
MCS - Senior Administrative Professional	\$5,004.04	\$263.37	\$5,267.41	\$0.00
MCS - Senior Financial Services Specialist	\$2,260.96	\$119.00	\$2,379.96	\$1,591.74
HST - CMV Program Manager	\$52,009.48	\$2,737.34	\$54,746.82	\$0.00
HST - Senior System Management Specialist	\$0.00	\$0.00	\$0.00	\$6,715.28
Fringe Benefits total	\$1,407,749.01	\$74,092.02	\$1,481,841.03	\$22,847.76

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCS - In-Service Training	\$3,255.65	\$171.35	\$3,427.00	\$0.00
MCS - In-State Training	\$3,255.65	\$171.35	\$3,427.00	\$0.00
MCS - Branson Bus Checks	\$1,687.20	\$88.80	\$1,776.00	\$0.00
MCS - CVSA Annual Conference	\$1,876.25	\$98.75	\$1,975.00	\$0.00
MCS - CVSA Annual Workshop	\$1,876.25	\$98.75	\$1,975.00	\$0.00
MCS - COHMED Conference	\$1,876.25	\$98.75	\$1,975.00	\$0.00
MCS - MDTA Annual Convention	\$47.50	\$2.50	\$50.00	\$0.00
MCS - MCSAP Planning Meeting	\$1,425.00	\$75.00	\$1,500.00	\$0.00
MCS - MoTA Annual Convention	\$0.00	\$0.00	\$0.00	\$0.00
MCS - MoTA Safety Conference	\$371.45	\$19.55	\$391.00	\$0.00
MCS - MoTA Truck Driving Championship	\$828.40	\$43.60	\$872.00	\$0.00
MCS - MoTA SuperTech Competition	\$221.35	\$11.65	\$233.00	\$0.00
MCS - Investigator Replacement Training NAS Part A & B, GHM, CTIP, and OBP	\$9,618.75	\$506.25	\$10,125.00	\$0.00
MCS - Investigator Replacement Training PCVI	\$4,203.75	\$221.25	\$4,425.00	\$0.00
MCS - Investigator Replacement Training ISA	\$8,749.50	\$460.50	\$9,210.00	\$0.00
MCS - Investigator Replacement Training All / Out-of-State	\$11,039.00	\$581.00	\$11,620.00	\$0.00
HST - In-State Travel	\$703.00	\$37.00	\$740.00	\$0.00
HST - MCSAP Planning Meeting	\$1,748.00	\$92.00	\$1,840.00	\$0.00
HST - CVSA Annual Conference	\$1,971.25	\$103.75	\$2,075.00	\$0.00
HST - CVSA Annual Workshop	\$1,971.25	\$103.75	\$2,075.00	\$0.00
HST - MDTA Annual Convention	\$185.25	\$9.75	\$195.00	\$0.00
HST - MoTA Annual Conference	\$0.00	\$0.00	\$0.00	\$0.00
HST - MoTA Safety Conference	\$351.50	\$18.50	\$370.00	\$0.00
HST - MoTA Truck Driving Championship	\$527.25	\$27.75	\$555.00	\$0.00
HST - OOIDA Board Meeting	\$165.30	\$8.70	\$174.00	\$0.00
HST - MOAPT School Bus Competition	\$351.50	\$18.50	\$370.00	\$0.00
HST - MSBCA Annual Conference & Exhibition	\$351.50	\$18.50	\$370.00	\$0.00
HST - CMV Strategic Workshop	\$3,182.50	\$167.50	\$3,350.00	\$0.00
HST - HT Exhibit at MO State Fair	\$2,547.90	\$134.10	\$2,682.00	\$0.00
Travel total	\$64,388.15	\$3,388.85	\$67,777.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCS - Office Equipment/Furniture	\$3,800.00	\$200.00	\$4,000.00	\$0.00
MCS - Office Supplies	\$3,800.00	\$200.00	\$4,000.00	\$0.00
MCS - Regulation/HM Books	\$2,850.00	\$150.00	\$3,000.00	\$0.00
MCS - Uniforms	\$3,230.00	\$170.00	\$3,400.00	\$0.00
MCS - Inspection Supplies	\$950.00	\$50.00	\$1,000.00	\$0.00
MCS - Backpacks	\$228.00	\$12.00	\$240.00	\$0.00
MCS - Desktop Printer/Scanner	\$232.75	\$12.25	\$245.00	\$0.00
MCS - Portable Scanners	\$692.55	\$36.45	\$729.00	\$0.00
MCS - Portable Printers	\$874.00	\$46.00	\$920.00	\$0.00
Supplies total	\$16,657.30	\$876.70	\$17,534.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Missouri State Highway Patrol	\$2,674,011.50	\$140,737.45	\$2,814,748.95	\$0.00
Kansas City MO Board of Police Commissioners	\$1,365,690.17	\$71,878.43	\$1,437,568.60	\$0.00
St. Louis County Police Department	\$1,426,054.87	\$75,055.52	\$1,501,110.39	\$0.00
St. Louis Metropolitan Police Department	\$952,739.22	\$50,144.17	\$1,002,883.39	\$0.00
MCS - Celtic Cross Holdings, Inc.	\$130,267.13	\$6,856.16	\$137,123.29	\$0.00
MCS - SHI International Corp	\$34,143.99	\$1,797.05	\$35,941.04	\$0.00
HST - Bucket Agency	\$277,703.05	\$14,615.82	\$292,318.87	\$0.00
HST - TBD	\$200,000.00	\$10,526.32	\$210,526.32	\$0.00
HST - REJIS	\$5,000.00	\$263.16	\$5,263.16	\$0.00
Contractual and Subaward total	\$7,065,609.93	\$371,874.08	\$7,437,484.01	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCS - CVSA Annual Conference Registration	\$712.50	\$37.50	\$750.00	\$0.00
MCS - CVSA Annual Workshop Registration	\$712.50	\$37.50	\$750.00	\$0.00
MCS - COHMED Conference Registration	\$712.50	\$37.50	\$750.00	\$0.00
MCS - MoTA Annual Convention Registration	\$0.00	\$0.00	\$0.00	\$0.00
MCS - MoTA Safety Conference Registration	\$209.00	\$11.00	\$220.00	\$0.00
MCS - MoDOT Highway Safety and Traffic Conference Registration	\$532.00	\$28.00	\$560.00	\$0.00
MCS - CVSA Decals	\$874.00	\$46.00	\$920.00	\$0.00
MCS - Subpoena Services	\$228.00	\$12.00	\$240.00	\$0.00
MCS - Interpreter Services	\$123.50	\$6.50	\$130.00	\$0.00
MCS - IFTA Membership Dues	\$16,150.00	\$850.00	\$17,000.00	\$0.00
MCS - IRP Membership Dues	\$56,050.00	\$2,950.00	\$59,000.00	\$0.00
MCS - Vehicle Maintenance/Repair/Fuel	\$34,941.00	\$1,839.00	\$36,780.00	\$0.00
MCS - Communications (cell phones & MIFI)	\$19,266.00	\$1,014.00	\$20,280.00	\$0.00
MCS - Office Space	\$36,574.96	\$1,925.00	\$38,499.96	\$0.00
HST - CVSA Membership Dues	\$17,860.00	\$940.00	\$18,800.00	\$0.00
HST - Communications	\$505.93	\$26.63	\$532.56	\$0.00
HST - Meals for Quarterly Meetings	\$1,045.00	\$55.00	\$1,100.00	\$0.00
HST - CVSA Annual Conference Registration	\$712.50	\$37.50	\$750.00	\$0.00
HST - CVSA Annual Workshop Registration	\$712.50	\$37.50	\$750.00	\$0.00
HST - MoTA Annual Convention Registration	\$0.00	\$0.00	\$0.00	\$0.00
HST - MoTA Safety Conference Registration	\$190.00	\$10.00	\$200.00	\$0.00
HST - MSBCA Annual Conference & Exhibition Registration	\$95.00	\$5.00	\$100.00	\$0.00
HST - Meals for CMV Strategic Workshop	\$7,600.00	\$400.00	\$8,000.00	\$0.00
HST - Venue for CMV Strategic Workshop	\$3,800.00	\$200.00	\$4,000.00	\$0.00
HST - A/V for CMV Strategic Workshop	\$684.00	\$36.00	\$720.00	\$0.00
HST - Speakers for CMV Strategic Workshop	\$475.00	\$25.00	\$500.00	\$0.00
HST - Admission to MO State Fair for HT Exhibit	\$266.00	\$14.00	\$280.00	\$0.00
HST - Printing for Outreach and Education Materials	\$1,425.00	\$75.00	\$1,500.00	\$0.00
Other Costs total	\$202,456.89	\$10,655.63	\$213,112.52	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$10,659,289.00	\$561,015.00	\$11,220,304.00	\$52,768.87
Total Costs Budgeted	\$10,659,289.00	\$561,015.00	\$11,220,304.00	\$52,768.87

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$10,659,289.00	\$561,015.00	\$11,220,304.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,683,046.00
MOE Baseline:	\$37,304.52

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$1,900,052.73	\$100,002.72	\$2,000,055.45	\$29,921.11
;;;Overtime Subtotal	\$2,374.99	\$125.00	\$2,499.99	\$0.00
Personnel Total	\$1,902,427.72	\$100,127.72	\$2,002,555.44	\$29,921.11
Fringe Benefits Total	\$1,407,749.01	\$74,092.02	\$1,481,841.03	\$22,847.76
Travel Total	\$64,388.15	\$3,388.85	\$67,777.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$16,657.30	\$876.70	\$17,534.00	\$0.00
Contractual and Subaward Total	\$7,065,609.93	\$371,874.08	\$7,437,484.01	\$0.00
Other Costs Total	\$202,456.89	\$10,655.63	\$213,112.52	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$10,659,289.00	\$561,015.00	\$11,220,304.00	\$52,768.87
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$10,659,289.00	\$561,015.00	\$11,220,304.00	\$52,768.87

Part 5 - Certifications and Documents
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Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Nicole Hood
2. What is this person's title? State Highway Safety and Traffic Engineer
3. Who is your Governor's highway safety representative? Patrick McKenna
4. What is this person's title? MoDOT Director

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Nicole Hood, State Highway Safety and Traffic Engineer, on behalf of the State of MISSOURI, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Nicole Hood
2. What is the title of your certifying State official? State Highway Safety and Traffic Engineer
3. What are the phone # and email address of your State official? (573) 526-2803; Nicole.Hood@modot.mo.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Nicole Hood, certify that MISSOURI has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB 398	08/28/2023	Section 304.820 RSMo	Enacts a secondary law prohibiting use of an electronic communication device while driving for non-commercial drivers of all ages. The act repeals the current prohibitions against operation of motor vehicles while using hand-held electronic wireless communication devices (Section 304.820 RSMo, which was limited to drivers twenty-one years and younger) and enacts different prohibitions in lieu thereof (Section 304.822 RSMo). The act specifies penalties for violations of these provisions, including enhanced penalties for repeat offenders, violations occurring in a work zone when workers are present, violations occurring in a school zone, and violations that are the proximate cause of property damage, personal injury, or death. While this act changes nothing for the commercial driver (since commercial drivers are already prohibited from using an electronic communication device while driving), the act will prohibit an unsafe driving behavior that is unnecessarily impacting the safety of all those that travel our roadways, including commercial drivers.
SB 167	08/28/2023	Section 302.768 RSMo	Specifies the means by which a medical examiner's certificate may be provided to the state when applying for a commercial driver's license or instruction permit. The act permits such information to be provided by in-person, as well as by mail, fax, or email. This act will allow for easier access and means of conveying these important documents.
SB 138	08/28/2023	Section 304.180 RMSo	Modifies the requirements of log trucks to have a total weight of up to 109,600 lbs. instead of 105,000 lbs. This act will have a negative impact on CMV safety because generally the larger weight of a vehicle results in even longer stopping distances and more severe outcomes if involved in a crash.

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No