

HR 7 Motor Carrier Safety Funding Analysis:

Overview

MCSAP -	\$247m/year (FY 2012 - \$252m)
CDL Grants -	\$ 33m/year (FY 2012 - \$30m)
CVISN Grants -	\$ 30m/year (FY 2012 – \$25m)
FMCSA Admin –	\$241m/year (FY 2012 – same)

Total Grants: \$555m/year (FY 2012 - \$551m – increased \$4m)

Total FMCSA Admin: \$241m/year (FY 2012 – \$241m – unchanged)

MCSAP Breakdown:

\$247m/year total

- \$3m/year – 1.25% administrative takedown (shall use at least 75% - \$2.32m - for non-gov't training)
 - Detailed Annual Report to Congress on use of administrative takedown funds
 - No change to federal match (80/20).

\$244m/year remaining after takedown to be distributed by formula (31104f):

**Maximum allocation for any State – 4.944% (\$12,175,600)

**Minimum allocation for any State - .44% (\$1,073,600)

General MCSAP Funding

- New Entrant Program - Funding through General MCSAP formula funds, reimbursable up to 100%, with at cap at 20% of State's General MCSAP total.
- 20% (\$48.8m) – ratio of State's total public road mileage
- 20% (\$48.8m) – ratio of State's total VMT ** (is not CMV specific)
- 20% (\$48.8m) – ratio of State's total population
- 20% (\$48.8m) – ratio of State's total special fuel consumption

Conditional Funding

- 10% (\$24.4m) – only for border States that conduct border CMV safety programs
 - 70% (\$17m) – ratio of State's total number of international CMV inspections
 - 30% (\$ 7m) – ratio of State's total number of land border crossings with CMV safety infrastructure
- 10% (\$24.4m) – only for States that reduce large truck fatalities compared to the average rate of large truck involved fatal crashes in the State for the last 10-year period ending on the last day preceding that calendar year.
 - 25% (\$6.1m) – ratio of State's total public road mileage
 - 25% (\$6.1m) – ratio of State's total VMT
 - 25% (\$6.1m) – ratio of State's total population
 - 25% (\$6.1m) – ratio of State's total special fuel consumption

CDL & CVISN Grants

- \$33m/year for CDL Program Implementation Grants
- \$30m/year for CVISN Deployment
 - PRISM deployment becomes mandatory, use of CVISN funds for PRISM deployment 100% funds.

Grant/Funding Programs Repealed

High Priority Program (section 31104k)

Border Enforcement Grants (section 31107)

CDLIS Modernization Program (section 4123 of SAFETEA-LU)

Outreach and Education (section 4127 of SAFETEA-LU)

Safety Data Improvement Program (section 4128 of SAFETEA-LU)

CMV Operators Grant Program (section of 4134 of SAFETEA-LU)

FMCSA Administrative Account

\$244m

- Adds new section – Outreach & Education – Secretary shall conduct an outreach and education program, through FMCSA in consultation with NHTSA. The program should include programs to:
 - Promote a national effort to educate CMV operators and passenger drivers on how to operate safely together.
 - Promote enhanced traffic enforcement efforts aimed at reducing the most common unsafe driving habits that result in crashes
 - Establish an PPP to provide resources and expertise for the development and dissemination of information relating to programs above to constituents and general public