

Motor Carrier Services

Division Tracker

Measures of Divisional Performance



April 2017

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RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Cody Wilson,
Transportation Enforcement
Investigations Supervisor

PURPOSE OF THE MEASURE:

To track the number of New Entrants with injury and fatality crashes after a safety audit; to determine the effectiveness of a safety audit as a crash deterrent.

MEASUREMENT AND DATA COLLECTION:

A new entrant safety audit is an educational engagement and examination of a new interstate motor carrier's safety management and performance. New interstate motor carriers that have newly acquired USDOT numbers are placed within the Federal New Entrant Program with the understanding they must submit to a federal new entrant safety audit within twelve months. Shortly after the completion of the carrier's new entrant safety audit the carrier exits the Federal New Entrant Program.

New entrant fatality and injury crash data is acquired from the Federal Motor Carrier Management Information System.

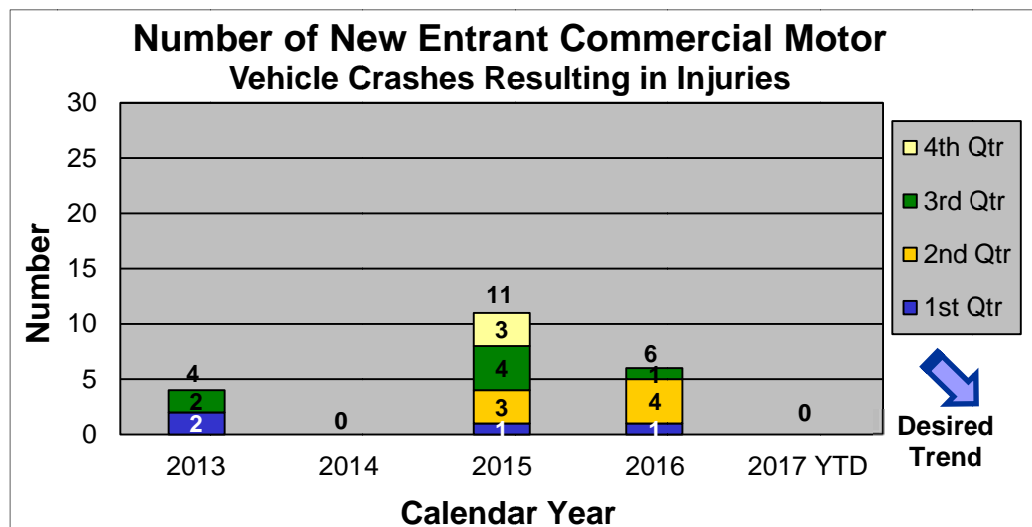
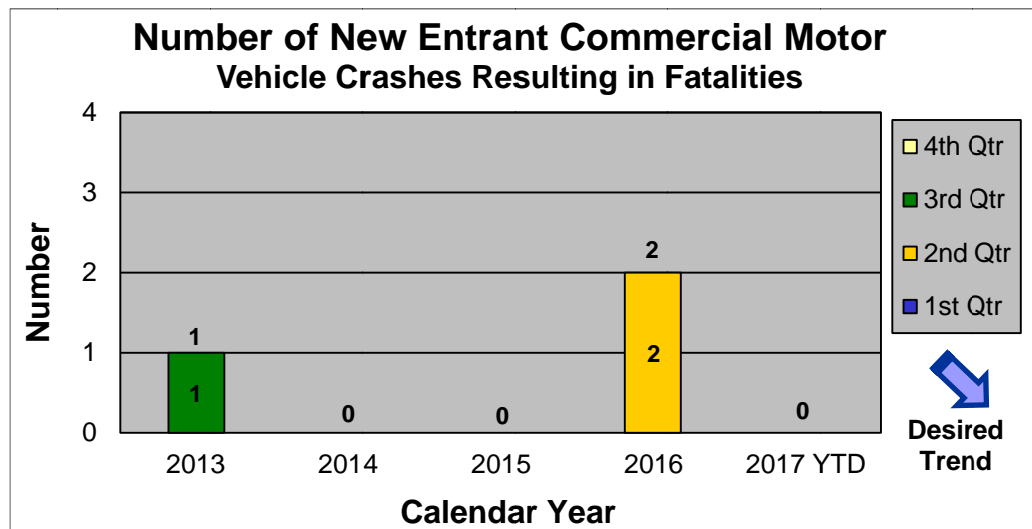
KEEP CUSTOMERS AND OURSELVES SAFE

New Entrant motor carrier crashes resulting in fatalities and serious injuries – 1a

Starting a new business as a motor carrier can be an overwhelming experience. Many critical safety rules and procedures may be unintentionally overlooked. The smallest breakdown in safety can lead to major problems, including injury and fatality crashes.

MCS strives to eliminate this cause and effect by educating and evaluating new operations through outreach training programs, internet-based compliance tools, and safety pamphlets.

One fatality crash involving a new entrant occurred, post safety audit, in 2013 and two fatality crashes, post safety audit, occurred in 2016. No fatality or injury crashes by a Missouri based New Entrant carrier occurred for 2017 YTD post safety audit. Missouri has a completed 175 New Entrant safety audits for 2017 YTD.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Rod Harpenau,
Transportation Enforcement
Investigations Supervisor

PURPOSE OF THE MEASURE:

This measure tracks the number of Missouri-based CMVs involved in fatal and injury crashes in Missouri each year once they emerge from the new entrant program. Motor Carrier Services uses the information to target educational, enforcement, and improvement of safety feature efforts.

MEASUREMENT AND DATA COLLECTION:

Missouri law enforcement agencies complete and submit a uniform vehicle crash report which is entered into a statewide traffic crash database. This measure tracks the number of commercial motor vehicles involved in crashes which result in one or more fatalities or serious injuries. Preliminary results are collected from this statewide database for the current year and are updated quarterly.

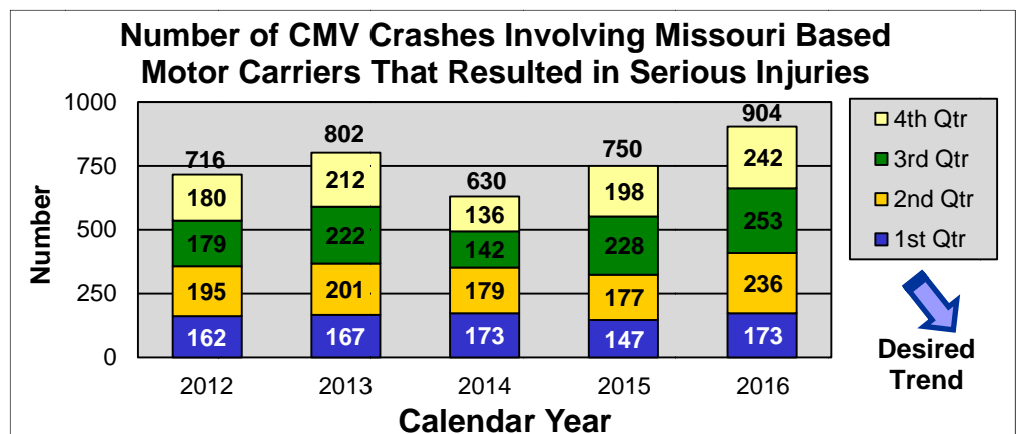
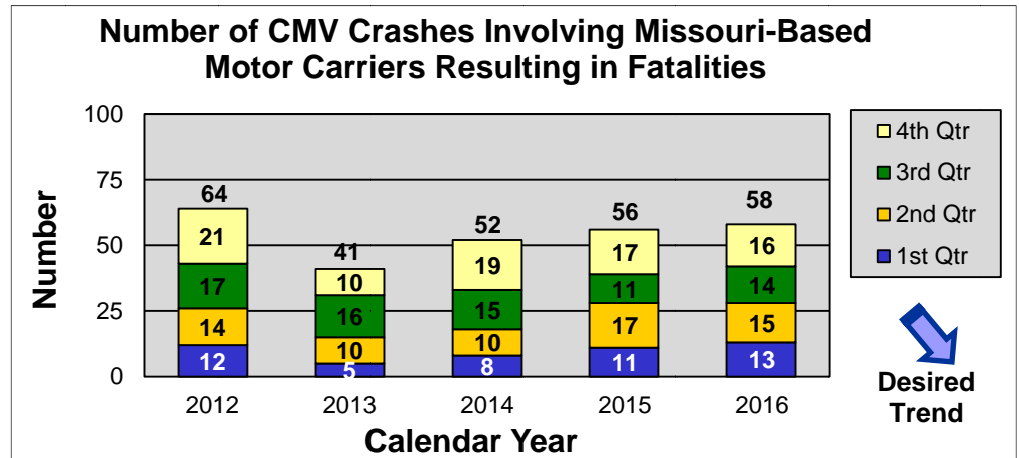
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Number of CMV crashes involving Missouri-based motor carriers resulting in fatalities/serious injuries – 1b

MoDOT Motor Carrier Services strives to improve the safety of Missouri motorists by ensuring the commercial motor vehicles based in Missouri are safe. A CMV is subject to random roadside safety inspection or a safety terminal inspection to determine if the vehicle and driver are operating in a safe condition. These inspections are conducted by MoDOT, the Missouri State Highway Patrol, the Federal Motor Carrier Safety Administration and the Kansas City and St. Louis police departments.

When a carrier first applies to operate interstate, it enters an 18-month New Entrant monitoring program. Implemented by the FMCSA, the program aims to give companies a safe start with educational audits of safety documents and practices. Once the carrier exits the New Entrant program they are considered a non-new entrant carrier.

During 2016, 58 fatal non-new entrant crashes were reported. This is the highest total since 2012 and continues the gradual increase in lives lost over the past 4 years. Half of the fourth quarter fatal crashes (8) were caused by the passenger vehicle driver's error and were not the CMV driver's fault. Some examples are overcorrecting (2), inattentive driver (3), and failing to yield (1). The number of serious injury crashes reported for 2016 was 904. This is 20 percent more than the total for 2015 and is the highest yearly since this measure began in 2009. The previous high for crashes was 866 in 2010.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Matt Kiefer,
Transportation Enforcement
Investigations Supervisor

PURPOSE OF THE MEASURE:

Vehicle and driver safety inspections are examinations of motor carriers' compliance with transportation regulations. By focusing on Missouri out-of-service rankings, Motor Carrier Services can gauge where to focus our safety efforts.

MEASUREMENT AND DATA COLLECTION:

Inspection data is collected on roadside inspections for each State. If a driver and/or vehicle pose an imminent risk to public safety, the driver and/or vehicle is placed out-of-service and not allowed to resume operation.

All inspections are tracked and an out-of-service rate is calculated for every State. Inspections used to determine the out-of-service rate for each State is based on the carrier address on the inspection report.

The chart displays the national out-of-service ranking of Missouri compared to other States. The vehicle out-of-service ranking includes all vehicles, regardless of vehicle type. The hazardous material and passenger vehicle rankings are pulled from the vehicle ranking. A ranking of "1" indicates Missouri has the lowest OOS rate in the country.

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Roadside inspection and out-of-service national ranking – 1c

The commercial motor vehicle industry is a vital part of Missouri's economic strength and security. Commercial trucks and buses are an integral part of everyday life and the safe operation of trucks and buses on our roadways is critical to public safety.

All CMVs have the potential to be inspected by certified enforcement personnel. The purpose of the inspection is to ensure the vehicle and driver are safe to operate on public roadways. If the vehicle and driver pose an imminent risk to public safety, the driver and vehicle are placed out-of-service and not allowed to resume the trip.

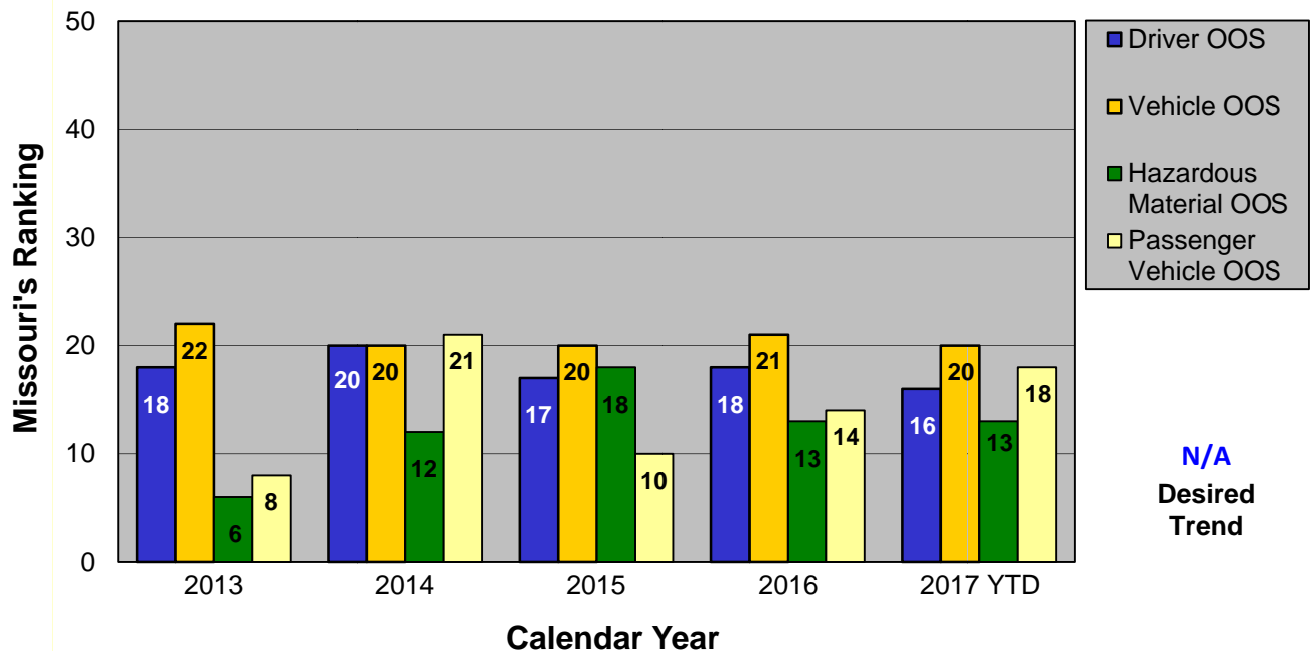
MoDOT tracks nationwide driver and commercial motor vehicle inspections of Missouri-based companies. The goal is to increase vehicle and driver compliance with all applicable transportation regulations ensuring the safest operating conditions possible. Compliance with regulations increases public safety and reduces the likelihood of crashes. Focusing on Missouri out-of-service rates and rankings aids Motor Carrier Services on where to focus our safety efforts.

Driver, vehicle, and hazardous materials inspection categories saw a decrease in the out-of-service rates for the first quarter of 2017 compared with calendar year 2016. The vehicle out-of-service rate had the most significant decrease of 0.64 percent. The driver and hazardous materials out-of-service rates both declined 0.3 percent. The passenger out-of-service rate increased by more than 1 percent.

The driver and vehicle rankings decreased by two and one, respectively. The hazardous materials ranking remained steady at 13, while the passenger ranking increased by four in the rankings.

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Roadside Inspection and Out-of-Service National Ranking



2017 and 2016 Out-of-Service Rates and Ranks

Inspection Type	2017 YTD OOS Rate	2016 OOS Rate	Difference
Driver	4.52	4.82	-.3
Vehicle	19.47	20.11	-.64
Hazardous Materials	2.57	2.87	-.3
Passenger	6.67	5.42	+1.25
Inspection Type	2017 YTD Rank	2016 Rank	Difference
Driver	16	18	-2
Vehicle	20	21	-1
Hazardous Materials	13	13	0
Passenger	18	14	+4

RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Mark Biesemeyer,
Transportation Program
Manager

PURPOSE OF THE MEASURE:

This biennial measure tracks commercial drivers' compliance with the federal seat belt use regulation. Federal law mandates primary enforcement status of failure to use a seat belt while operating a commercial motor vehicle.

The Percent of Missouri-Based CMV Drivers Cited for Failure to Use a Safety Belt chart is reported a full quarter behind due to the lag time in the reporting of some inspections.

MEASUREMENT AND DATA COLLECTION:

For the most recent study, MoDOT Highway Safety Division contracted with the Missouri Safety Center to conduct a visual survey of commercial motor vehicle drivers during one week of August in 2016. Spotters observed from 250 locations in 76 counties, making 17,589 observations of commercial drivers between 8 a.m. and 3 p.m. The 2013 CMV Driver Safety Belt Usage Study by the federal government reports a usage rate of 84 percent.

FMCSA provides a MCMIS snapshot of the number of CMV drivers cited for failure to use a safety belt each quarter.

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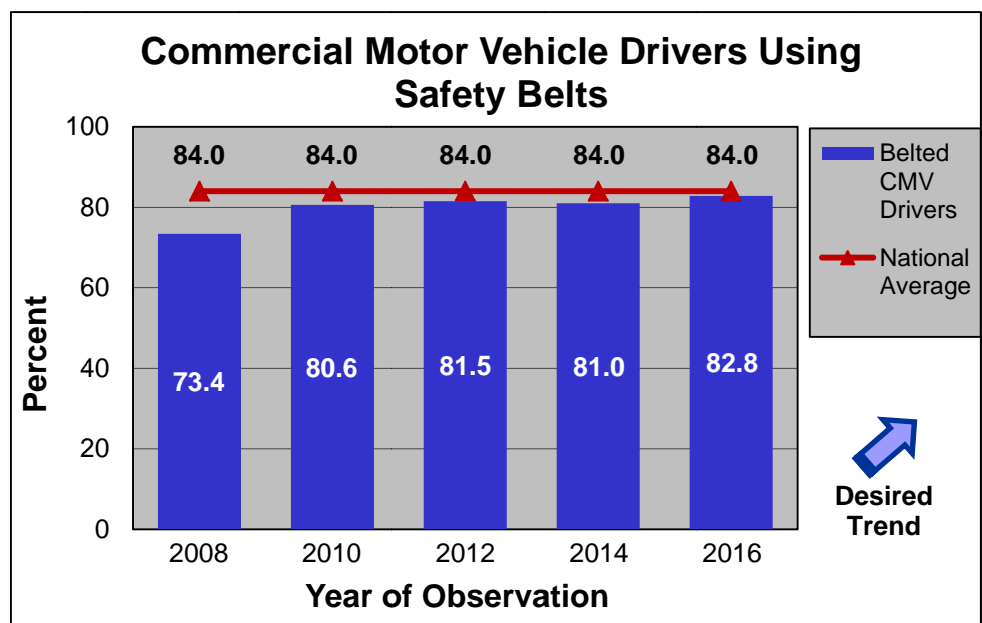
Percent of commercial motor vehicle driver safety belt use – 1d

Commercial motor vehicles are an important part of our nation's economy and have a large presence on our highways. All drivers need to practice safe driving and share the road with trucks to avoid the possibility of a devastating crash, but that can't be counted on. Professional drivers need to practice defensive driving. They must pay attention to the job at hand and watch people in other lanes so they can react to the unexpected.

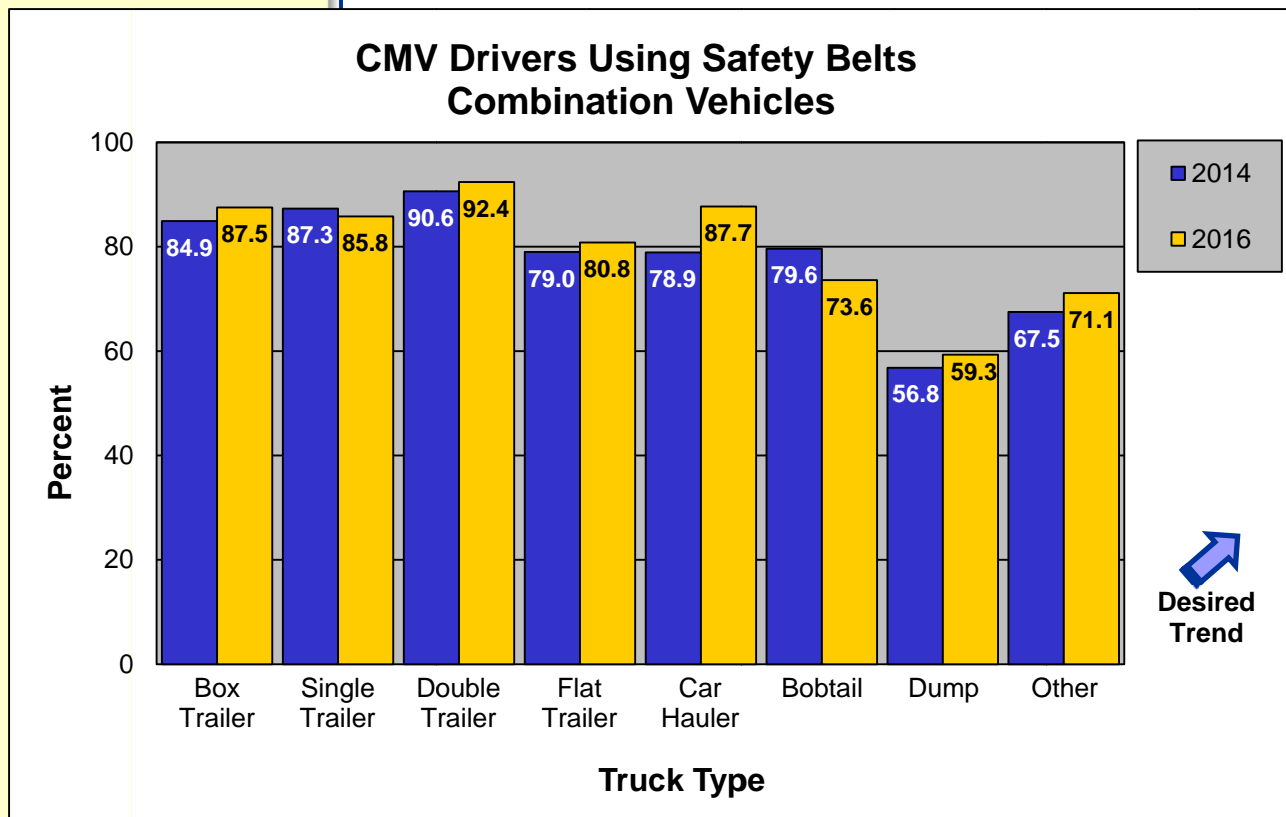
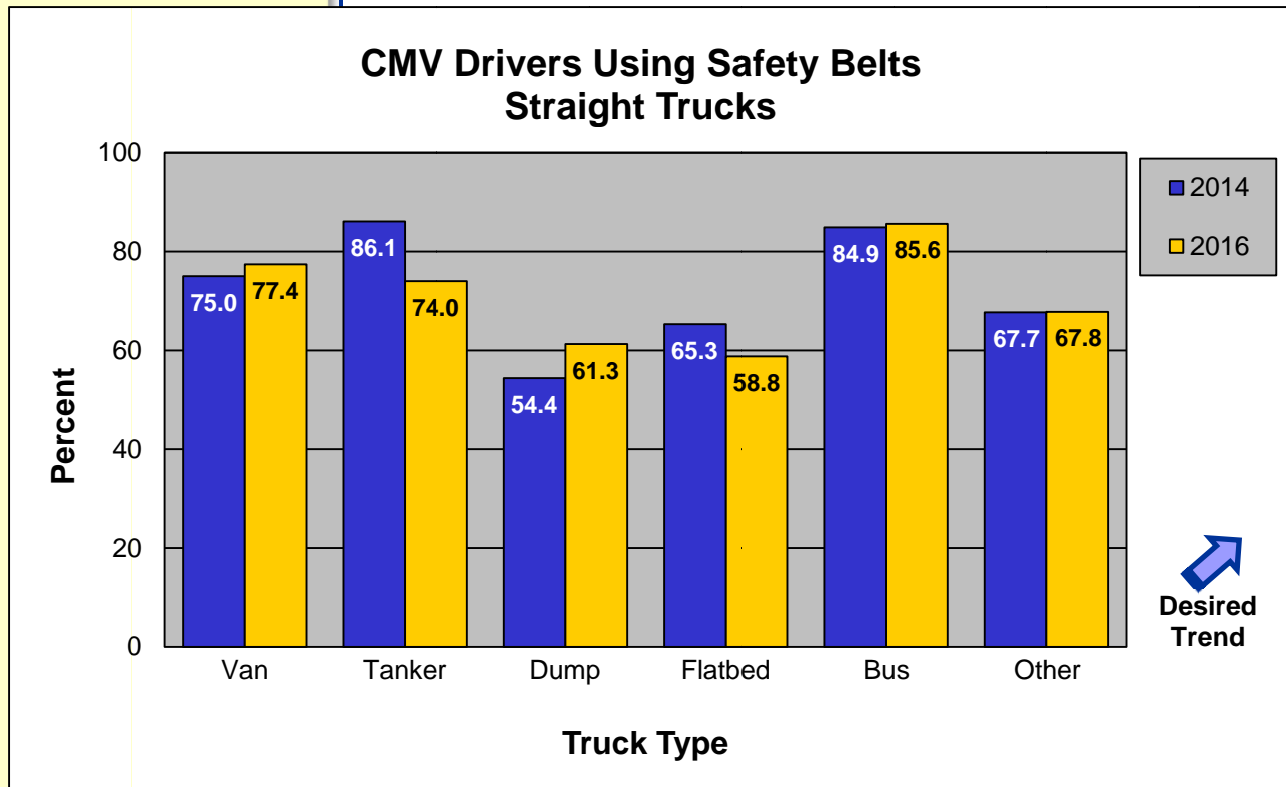
Commercial motor vehicle drivers are required by state law to use a safety belt. Failure to do so can result in a citation which affects both the driver's and company's safety score. More importantly, safety belts are statistically-proven lifesavers. Of those killed in Missouri's 2015 traffic crashes, 63 percent were unbuckled.

The 2016 Missouri Safety Center safety belt survey found Missouri's CMV safety belt usage rate increased by 1.8 percent as compared to the 2014 survey. Safety belt use varies greatly among vehicle types. The greatest room for improvement exists with flatbed straight trucks and dump-type vehicles.

MCS actively promotes safety belt use using a multifaceted approach. The message is delivered through daily interactions with motor carriers, outreach presentations and focused letters to carriers when drivers receive roadside citations for failure to buckle up.

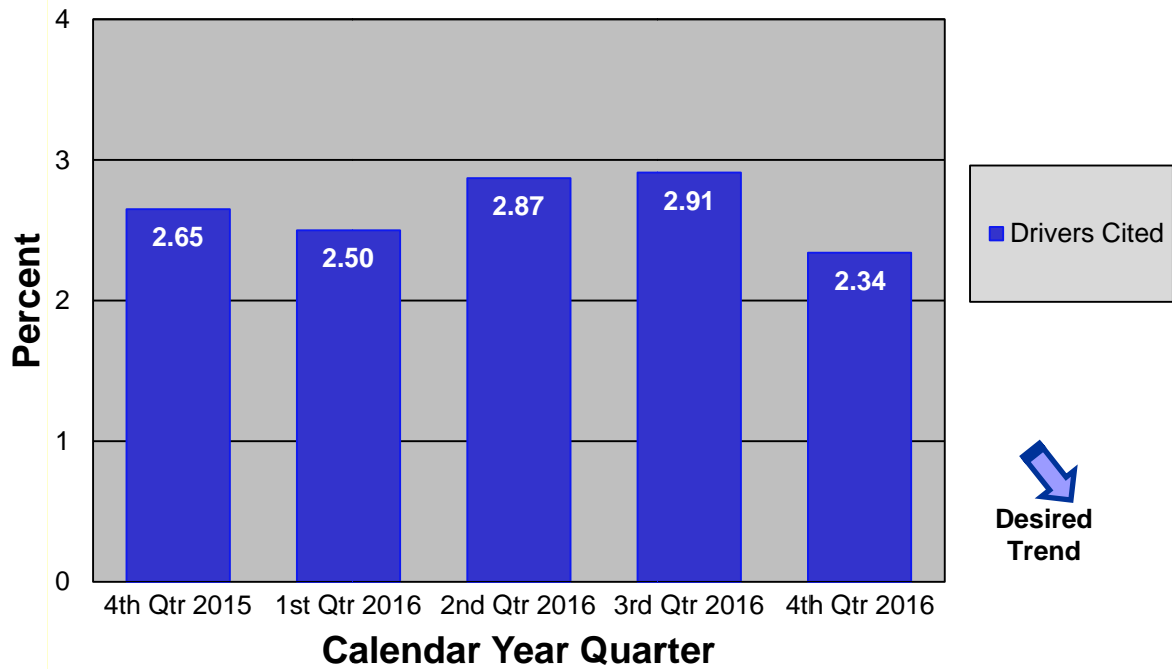


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**Percent of Missouri-Based CMV Drivers Cited for Failure
to Use A Safety Belt**



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Tina Thurman,
Motor Carrier Compliance
Supervisor

PURPOSE OF THE MEASURE:

The Unified Carrier Registration program is a federally mandated program. The funds collected under the UCR program are used to fund motor carrier safety programs and administration and enforcement of the UCR agreement. The purpose of this measure is to track Missouri's UCR compliance rate.

MEASUREMENT AND DATA COLLECTION:

The UCR compliance rate used in this measure is obtained through Iteris; the vendor used by MoDOT and other states for UCR activity. The compliance rate is based upon the number of active carriers assigned a USDOT number within Missouri that have filed and paid their UCR fees. An active carrier, for the purpose of this measure, is one that has experienced some kind of activity to their USDOT registration in the last three years.

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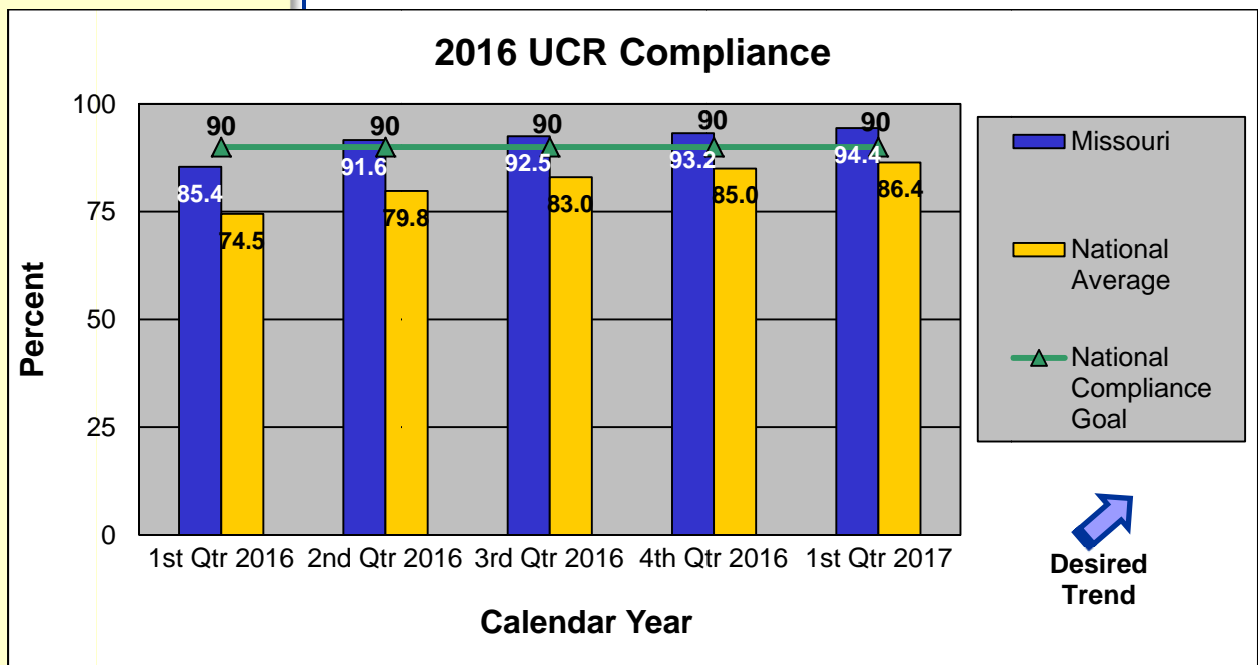
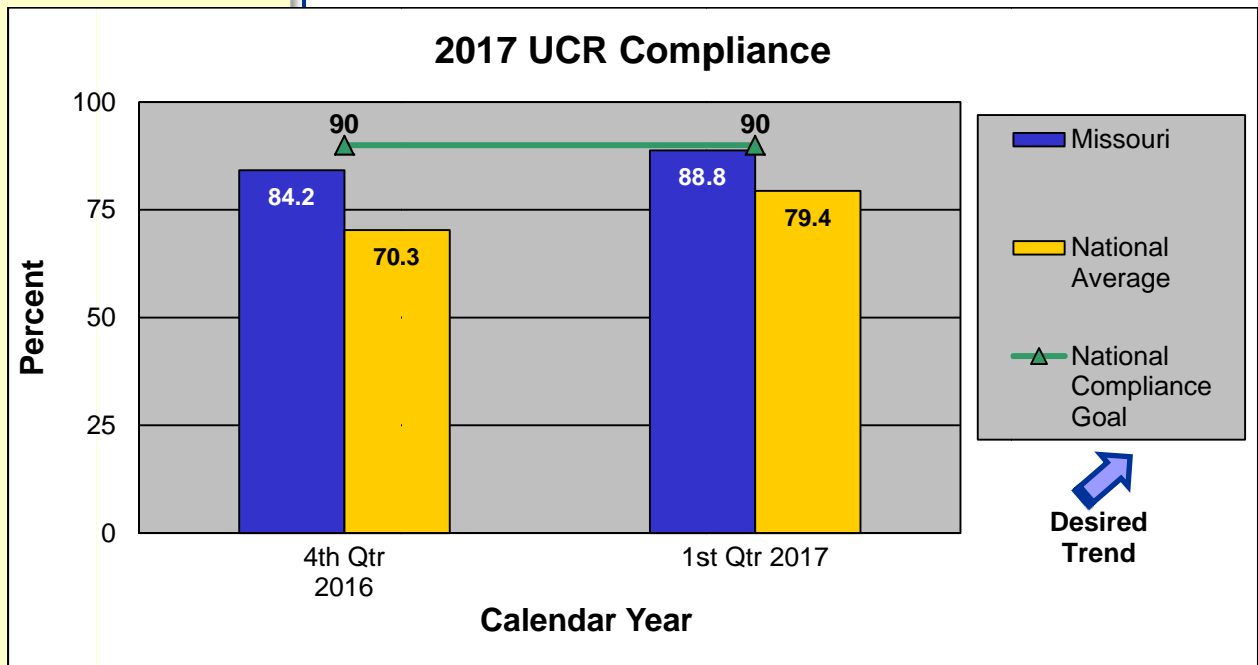
Missouri Unified Carrier Registration compliance rate – 1e

The Unified Carrier Registration program is a federally-required, state-administered program for collection and disbursement of registration fees. All motor carriers, motor private carriers of property, freight forwarders, brokers and leasing companies involved in interstate commerce are required to register under UCR. Motor Carrier Services registers and collects fees for all Missouri-based registrants annually. The UCR Agreement requires that collected funds must be used for motor carrier safety programs and enforcement or administration of the UCR Plan and Agreement. Missouri is entitled to \$2.3 million of the fees collected nationwide in accordance with the UCR Agreement. The entitlement for each state was determined by the average amount of fees collected from the predecessor registration program, the Single State Registration System.

The Federal Motor Carrier Safety Administration released guidance discussing the states' payment of fees corresponding to their registration compliance rate. The guidance calls for a reduced payment to any state with a compliance rate below 90 percent in any of the active registration years. The UCR program maintains two active registration years. MCS begins collection of fees for each registration year three months prior to the start of the calendar year and monitors compliance, continuing collection of fees due for the current and prior year.

The UCR compliance rate for 2017 UCR increased to 88.8 percent in the first quarter of 2017. This is an increase of 4.6 percent from the previous quarter. Enforcement of 2017 UCR Registration began January 1, 2017. In addition to enforcement of the new registration year, MCS continued to monitor registration of 2017 and 2016 registration years UCR. The 2016 UCR compliance rate increased by 1.2 percent. Missouri is currently ranked sixth nationwide for 2017 UCR compliance and fourth for 2016 UCR compliance.

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RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Pam Lueckenotto,
Motor Carrier Investigations
Specialist

PURPOSE OF THE MEASURE:

Performance and Registration Information Systems Management (PRISM). Tracking the number of Missouri based motor carrier businesses that have been placed out-of-service and had their vehicle registration revoked due to safety related issues.

MEASUREMENT AND DATA COLLECTION:

PRISM is a federal-state partnership to improve safety and strengthen enforcement policies. Through this program, information system connections between FMCSA and participating IRP vehicle registration agencies provide the ability to check the safety status of motor carrier's prior to issuing or renewing IRP and Missouri Department of Revenue-issued license plates.

Motor carriers that are placed out-of-service by FMCSA or MoDOT are tracked and license suspension orders are issued. Motor carriers that are placed out-of-service can no longer legally operate and must turn in their license plates.

KEEP CUSTOMERS AND OURSELVES SAFE

Motor carriers placed out-of-service with a license suspension order – 1f

All motor carriers are responsible for maintaining compliance with the Federal Motor Carrier Safety Regulations. The PRISM program helps ensure that high risk carriers are removed from public roadways.

There are seven factors that can cause a motor carrier to be issued an out-of-service/license suspension order: unsatisfactory/unfit safety rating; expedited actions; refusal/no contact related to New Entrant safety audit; a failed New Entrant safety audit; failure to pay a fine imposed by FMCSA; operating without authority or denial of access. FMCSA issues the out-of-service orders reflected in this measure.

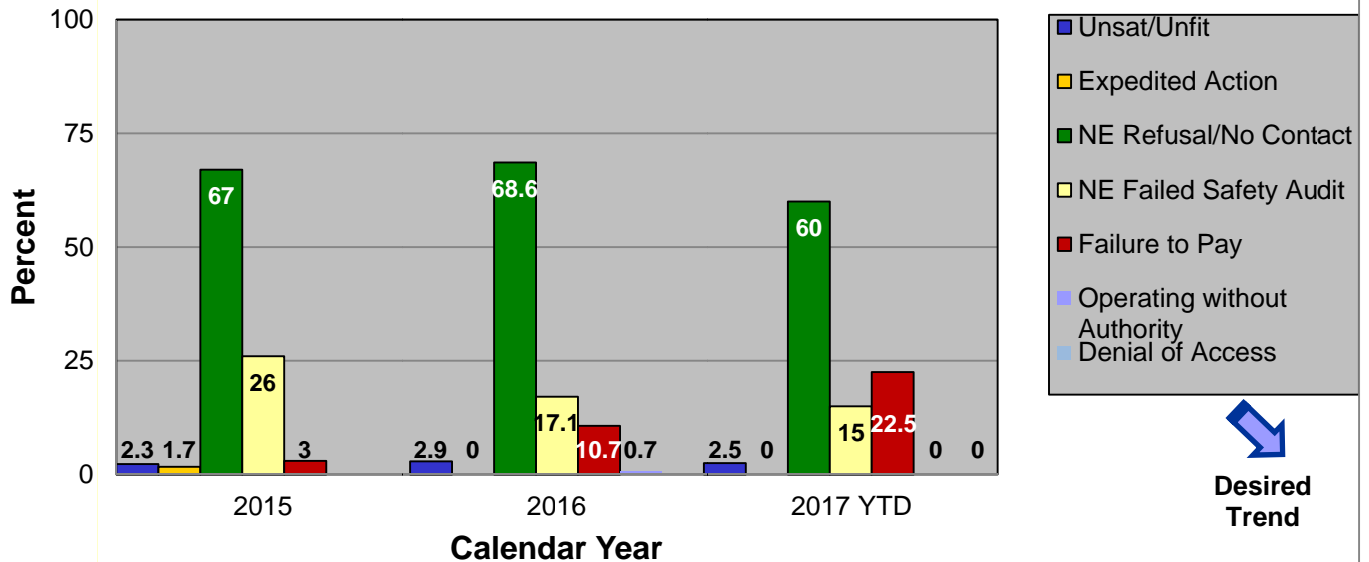
Once a motor carrier is placed in an out-of-service status, required credentials such as license plates and operating authority are suspended. The motor carrier must satisfy the terms of the safety deficiencies that caused the out-of-service condition before they can be reinstated.

There were a total of 288 out-of-service orders/license suspension orders in 2015. In 2016, there were a total of 204, which is approximately a 29 percent decrease. Year-to-date for 2017 there have been 40 out-of-service/license suspension orders.

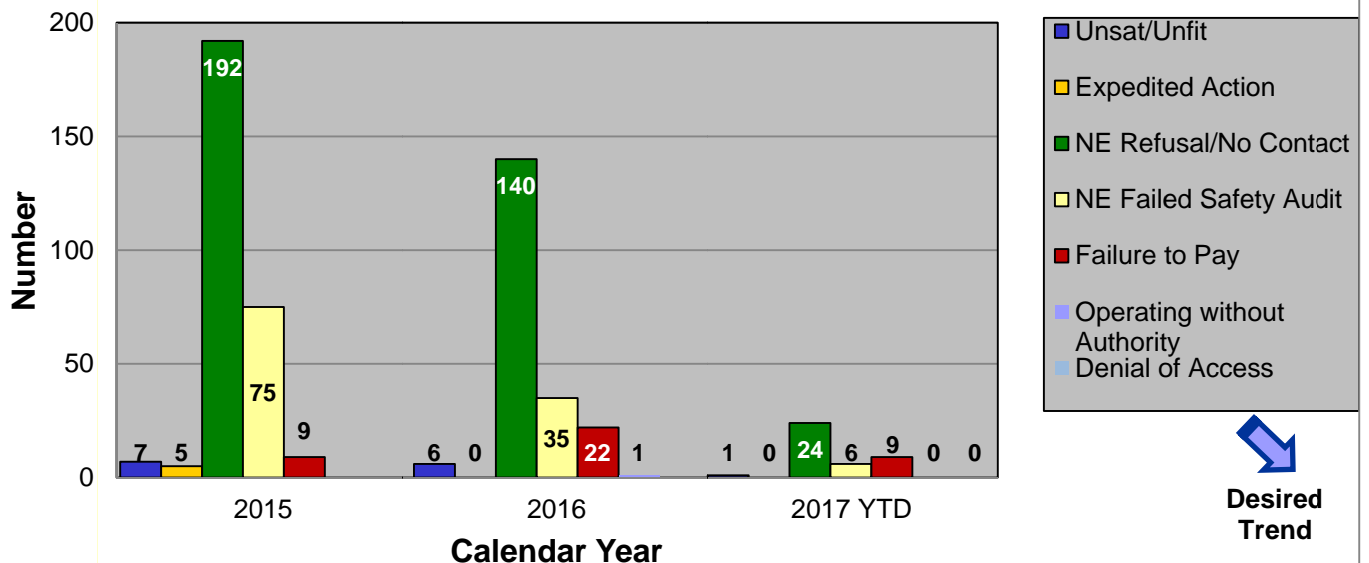
Of the 1,062 safety audits performed in 2015, 212 carriers failed. Of the 212, 75 audits resulted in out-of-service orders/license suspension orders. Although two of these 75 carriers were involved in crashes, neither was determined to be at fault. In 2016, MCS performed 861 safety audits, 94 carriers failed and of the 94, 35 audits resulted in out-of-service orders/license suspension orders. None of the 35 carriers were involved in a crash during 2016. Year-to-date for 2017, S&C performed 178 safety audits, eight carriers failed. Of those eight, six audits resulted in out-of-service orders/license suspension orders. None of the six carriers were involved in crashes during the past year.

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Distribution of Motor Carriers Placed Out-of-Service With a License Suspension Order



Number of Motor Carriers Placed Out-of-Service With a License Suspension Order



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Pam Lueckenotto,
Motor Carrier Investigations
Specialist

PURPOSE OF THE MEASURE:

This measure tracks the number of federal and state SPEs conducted as well as the number of state waivers issued.

MEASUREMENT AND DATA COLLECTION:

An SPE is a Skills Performance Evaluation. The evaluation is conducted for driver applicants who due to limb impairment would not otherwise be medically qualified to operate a commercial motor vehicle. Motor Carrier Services staff certified to perform these evaluations conduct evaluations for drivers wishing to receive a State or Federal SPE.

The state medical waiver program provides an avenue for drivers operating intrastate that would not be medically qualified to receive a waiver for vision impairment and/or diabetes.

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Federal and State SPE and State Medical Waivers – 1g

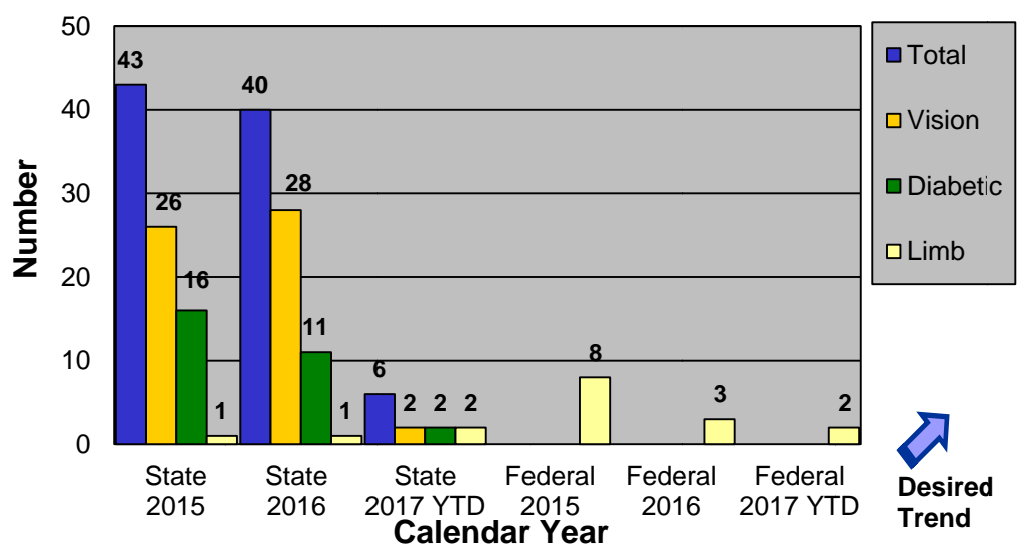
The Federal Motor Carrier Safety Regulations set medical standards that drivers must meet to be qualified to operate a commercial motor vehicle. Two programs offer drivers who would not otherwise be qualified - due to a loss of limb, a diagnosis of diabetes and/or partial vision loss - an opportunity to obtain a waiver to operate a CMV.

The federal and state Skills Performance Evaluation programs provide drivers who have experienced a loss or impairment of limb(s) an avenue to demonstrate that they can safely perform all tasks required of a commercial motor vehicle driver. Upon successful completion, the driver is issued a certificate that is valid for no more than two years. A driver may apply for a renewal 30 days prior to the certificate expiration. If there is no change in the driver's condition, the driver does not typically have to complete another SPE for renewal.

The state medical waiver program provides an opportunity for drivers who would not otherwise be qualified due to vision and/or diabetes to operate intrastate. MCS is not involved in the federal waiver process. There were a total of 78 drivers in MoDOT's program at the end of the first quarter of 2017.

In 2015, two crashes involving SPE/waiver drivers occurred. During 2016, three crashes occurred. Medical issues were not noted as a contributing factor in any of the crashes. (The first two 2016 crashes involved personal vehicles, not regulated vehicles. The third crash involved a CMV, but the driver was not found to be at fault.) No crashes are reported to date for 2017.

Skills Performance Evaluations Conducted/ Waivers Issued



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Jeff Payne,
Motor Carrier
Investigations Specialist

PURPOSE OF THE MEASURE:

This annual measure tracks the methods used to resolve or settle pending enforcement cases submitted to Motor Carrier Services by its Safety & Compliance Investigators.

Many carriers who are penalized for violations simply pay their penalty, but do not fix compliance issues. By requiring full compliance as a condition of reduced or waived financial penalty, MCS helps to ensure the carrier addresses safety.

MEASUREMENT AND DATA COLLECTION:

This measure tracks the number and means by which state enforcement cases have been settled.

Results are collected from the MoDOT Carrier Express database on an annual basis.

KEEP CUSTOMERS AND OURSELVES SAFE

Settlement of MCS enforcement cases -1h

Missouri-based companies that operate vehicles meeting the definition of commercial vehicles are subject to the Federal Motor Carrier Safety Regulations. Those that engage in for-hire transportation of property or people within the state boundaries of Missouri are also subject to intrastate operating authority as defined in state statutes.

When Safety & Compliance investigators discover a violation of motor carrier regulations or law, they document it in the form of an enforcement case. MCS case settlement personnel contact the intrastate-only motor carriers to determine if any are candidates for alternate resolution. In certain situations, if the carrier is willing to cooperate, the penalties can be waived all together by showing evidence that violations were corrected. This process is called settlement with Evidence of Compliance. The Evidence of Compliance approach allows the carrier to use funds they would otherwise pay toward penalties toward gaining compliance.

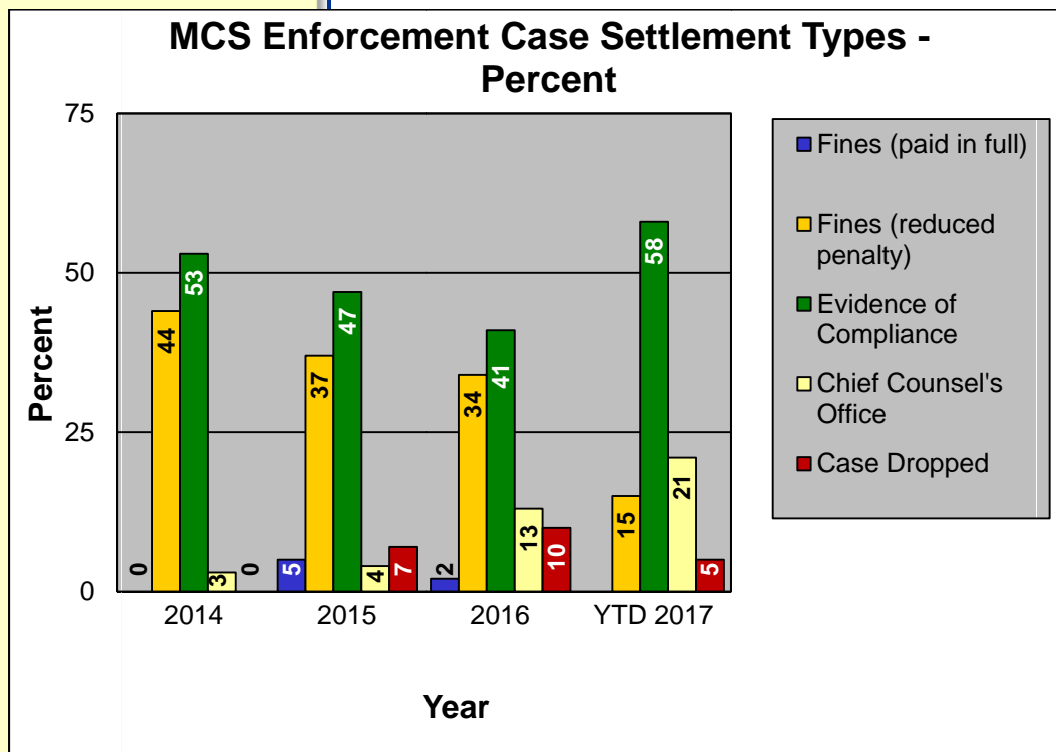
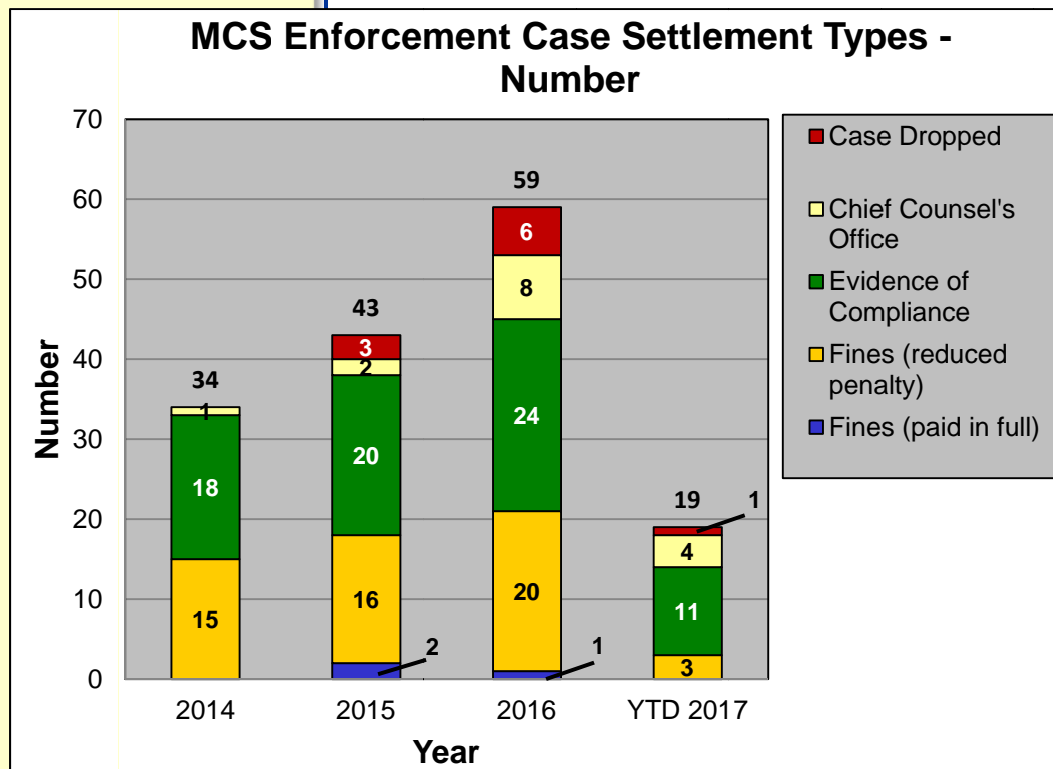
The first chart shows the number and method of Missouri enforcement cases settled, and the second chart indicates the percentages of how those same enforcement cases are settled.

In 2016, 20 cases settled with a reduced fine amount. Of those 20, six were offered an Evidence of Compliance settlement but chose to pay the reduced fine instead. The Evidence of Compliance settlement option provides an opportunity for MCS to assure the motor carrier is operating safely while not jeopardizing the motor carrier's ability to stay in business. This is significant because MCS' goal is to bring carriers into compliance without financially burdening the motor carrier.

Carriers that settle their enforcement cases with the Evidence of Compliance option are monitored to determine if the option had any direct impact on reportable crashes. The monitoring period is 1 year from the date their enforcement case was closed.

Between April 1, 2016 and March 31, 2017 there have been no reportable crashes identified for carriers who chose an Evidence of Compliance option.

KEEP CUSTOMERS AND OURSELVES SAFE



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

DeAnne Rickabaugh
Project Manager

PURPOSE OF THE MEASURE:

This measure tracks MoDOT's progress toward the goal of expeditiously meeting the needs of the motor carrier industry and facilitating freight movement. The MCS team uses the data to identify opportunities to improve customer satisfaction.

This measure is reported a full quarter behind to due to the lag time receiving the report from the vendor.

MEASUREMENT AND DATA COLLECTION:

MCS personnel, working with MoDOT Human Resources – Employee Development, revised a survey to collect customer satisfaction data. A single survey addresses all six MCS programs, International Registration Plan, International Fuel Tax Agreement, Oversize Overweight Permitting, Unified Carrier Registration, Safety & Compliance and Operating Authority. Respondents identify the services they use when doing business with MCS and then indicate their level of satisfaction with customer service factors such as timely response, friendly, respectful, and outcome. They also provide an overall satisfaction score.

PROVIDE OUTSTANDING CUSTOMER SERVICE

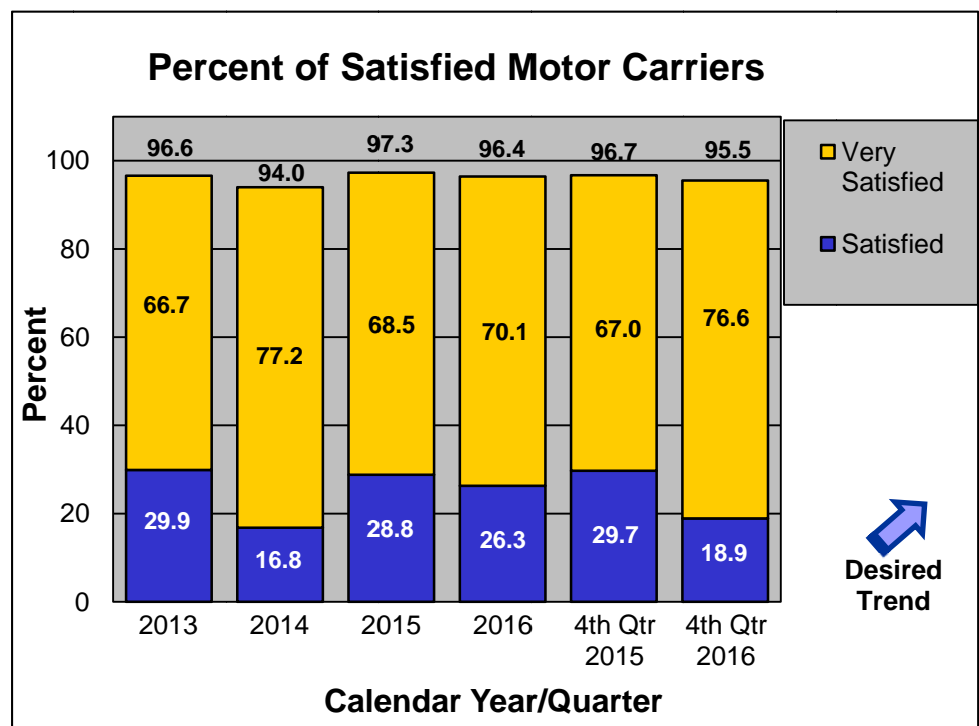
Percent of satisfied motor carriers – 2a

Customer input plays a vital role in how MCS conducts business. MCS finds that when customers feel understood, supported and free to discuss issues with the agency, they in turn express support for MCS. Supportive customers are also thought more likely to comply with safety, financial and credentialing requirements.

The customer satisfaction rating for the fourth quarter of 2016 is 95.5 percent, down 2.9 points from last quarter's all-time high of 98.4 percent. The score is also 1.2 percent lower than the same quarter of 2015, when 96.7 percent of participants reported satisfaction with MCS.

The annual rating of 96.4 percent satisfaction in 2016 is 0.9 points lower than the previous year.

This continued high level of satisfaction is due to Motor Carrier Services' commitment to partnering with industry and associations, increasing output, and a constant focus on customer satisfaction.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Davin Greeno,
Motor Carrier Project Manager

PURPOSE OF THE MEASURE:

The system down time measure tracks the amount of time various systems used by Motor Carrier Services were out of operation each quarter.

MEASUREMENT AND DATA COLLECTION:

Designated staff, within MCS, logs system down time. Down time includes periods when specified systems are inaccessible.

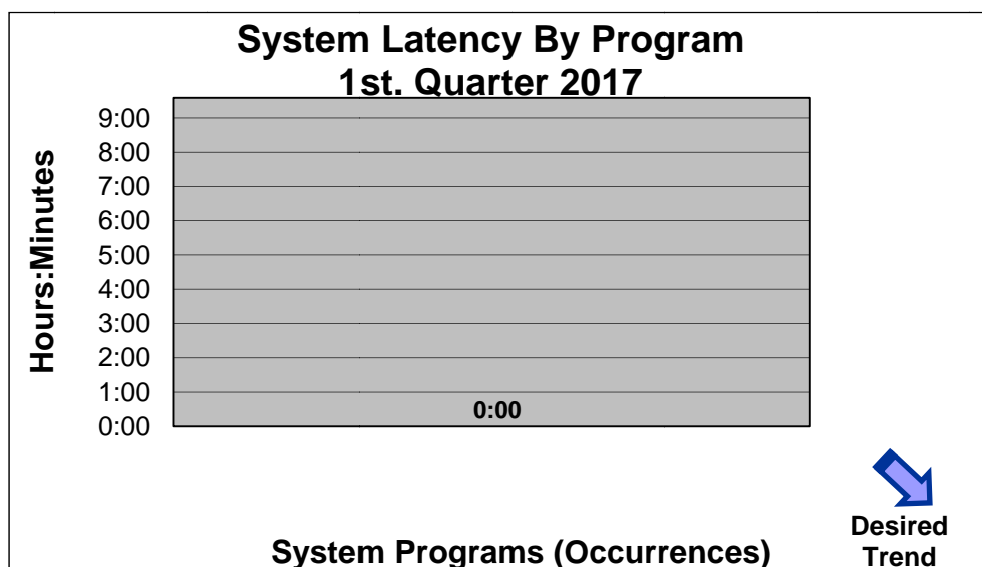
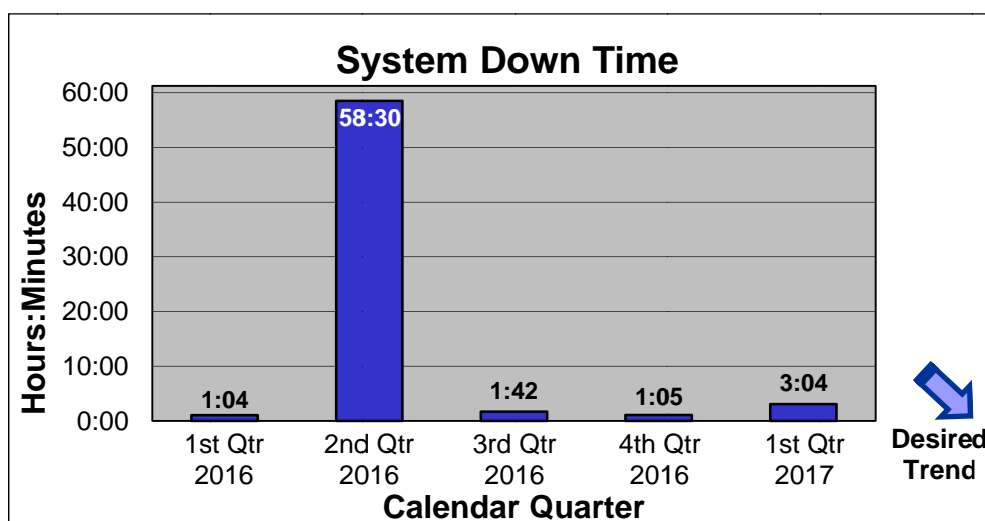
System latency includes system responses greater than seven seconds. Slow responses or inaccessibility of specified systems affects the ability to provide an innovative and timely response to customers. Latency issues normally correct themselves. IS typically cannot pinpoint the issues but the alerts seem to point toward internet connectivity.

PROVIDE OUTSTANDING CUSTOMER SERVICE

System down time – 2b

During the first quarter of 2017, eight down time events affected MCS. Total system down time was 3 hours and 4 minutes. On three separate occasions - totaling 1 hour and 33 minutes - Common Customer was down, forcing a reboot of the server. The remaining 1 hour and 31 minutes of down time was due to Legatus module spinning. It had to be restarted.

MCE did not record any incidents related to system latency this quarter.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Brenda Wells,
MCS System and Training Analyst

PURPOSE OF THE MEASURE:

This quarterly measure tracks Motor Carrier Services staff hours of training for developing with new skills and enhancing existing knowledge which will equip Motor Carrier Services to continue to provide excellent customer service.

MEASUREMENT AND DATA COLLECTION:

Data is collected from reports generated from MoDOT U, our learning management system. Training hours for MoDOT provided training are added to an employee transcript once training is completed. External training hours are manually added per employee request when required documentation is provided. Only hours completed and logged into MoDOT U are counted for this measure.

There is no desired trend for training hours.

PROVIDE OUTSTANDING CUSTOMER SERVICE

Hours of employee development – 2c

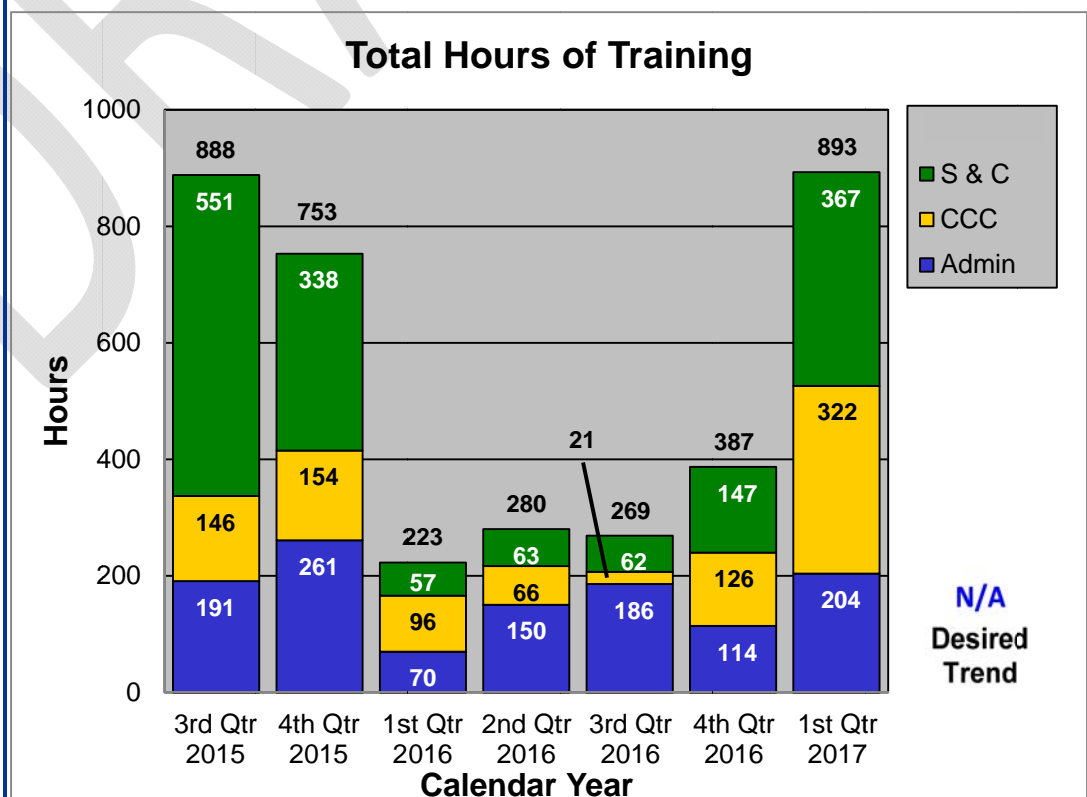
Motor Carrier Services achieves outstanding customer service ratings by developing well-trained staff who are prepared to assist motor carriers with the numerous requirements and credentials required to legally operate.

Three sections of MCS provide services to customers, with the majority of direct customer service provided by the Customer Compliance Center and the Safety & Compliance sections through phone, electronic communication and in-person interactions with MCS customers.

In the first quarter of 2017, MCS staff participated in 893 total hours of training. MCS CCC section employees recorded 322 total hours of which 40 hours were mandated training for Behavior Based Safety, MCS Quarterly training and MoDOT Cyber Security. The CCC training hours also reflect organizationally required training for one new employee.

S&C staff recorded 366 hours of training that includes 255 hours for the continued training of two new investigators and 73 hours of mandated training. Administrative staff logged 204 training hours.

* Rounding issues may appear in column totals.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

DeAnne Rickabaugh,
Project Manager

PURPOSE OF THE MEASURE:

The purpose of this annual measure is to identify solutions implemented that support the tangible results, increases efficiencies and customer service, and aids MoDOT Motor Carrier Services in improvement of processes, system or program activities.

MEASUREMENT AND DATA COLLECTION:

Innovative solutions are identified by MCS staff and customers, implemented and tracked in the current fiscal year's MCS Successes document found in SharePoint. Innovative solutions and successes can include system enhancements, process changes, efficiencies, cost savings, best practices, etc.

This measure is reported by fiscal year and updated annually in July.

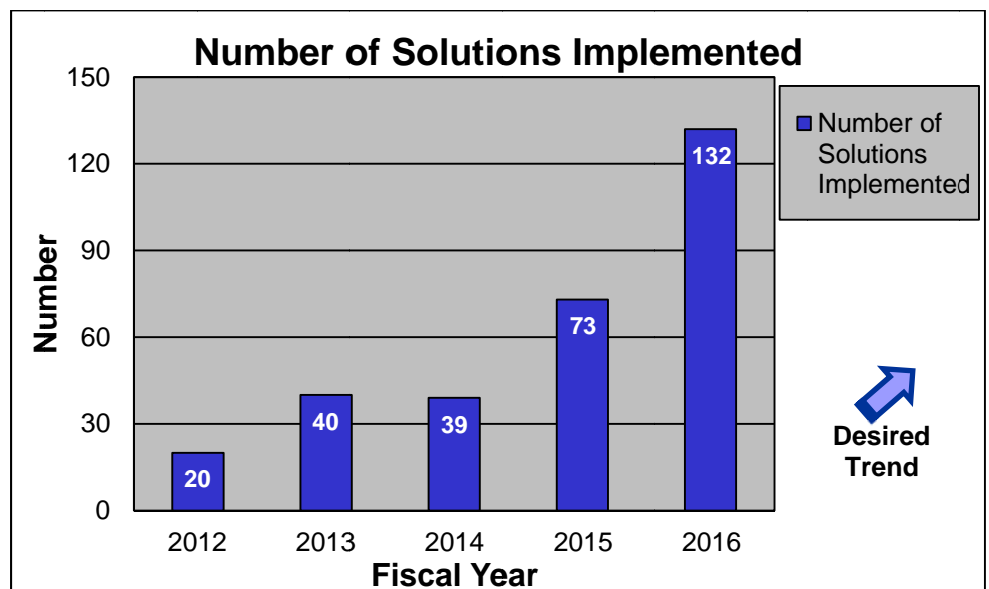
PROVIDE OUTSTANDING CUSTOMER SERVICE

Innovative solutions implemented in support of the tangible results – 2d

Motor Carrier Services works with industry partners, customers, and staff to develop innovative solutions, increase efficiencies and improve customer service. During fiscal year 2016, a total of 132 innovative solutions were implemented, 59 more than the 73 reported in FY 2015.

The solutions included items such as system enhancements (e.g.- 72-hour trip and fuel, password creation and storage); a re-invention of CCC cross-training; extensive S&C training; implementation of 4/10 scheduling; mobile-friendly *News on Wheels* design; scale head and remote display unit replacement which extends the life of four static scales; compilation of an IFTA Procedures Manual; creation of an interactive, smart Motor Carrier Customer form and the introduction of a weekly Missouri Trucking Corridor Report. These solutions support the following tangible results:

- Keep Customers and Ourselves Safe
- Keep Roads and Bridges in Good Condition
- Provide Outstanding Customer Service
- Advance Economic Development
- Use Resources Wisely



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

DeAnne Rickabaugh
Project Manager

PURPOSE OF THE MEASURE:

This quarterly measure tracks the number of individuals who have contact with the Motor Carrier Services Facebook page.

MEASUREMENT AND DATA COLLECTION:

Data is collected quarterly from reports provided by Facebook that measure the number of likes, page interaction, and total reach. Page likes refers to the number of people who click the "Like" button, indicating they like our page and want to receive posts from the page on their Facebook news feed. Total reach is the number of people who have seen any content associated with the page. Interaction pertains to action taken by a user in relation to the page.

PROVIDING OUTSTANDING CUSTOMER SERVICE

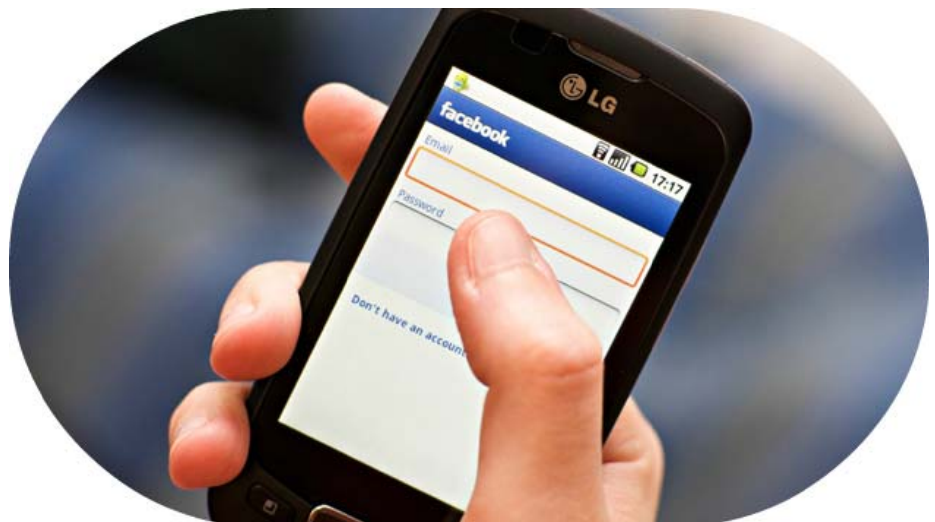
Facebook interaction – 2e

Social media is an integral part of modern society. A vast number of people stay connected with current events, work, family, and friends through applications, the most popular of which is Facebook. MoDOT Motor Carrier Services' Facebook page is a great way to communicate with carriers and drivers. MCS can report on division activities, provide useful information and stay in touch with customers on an informal level.

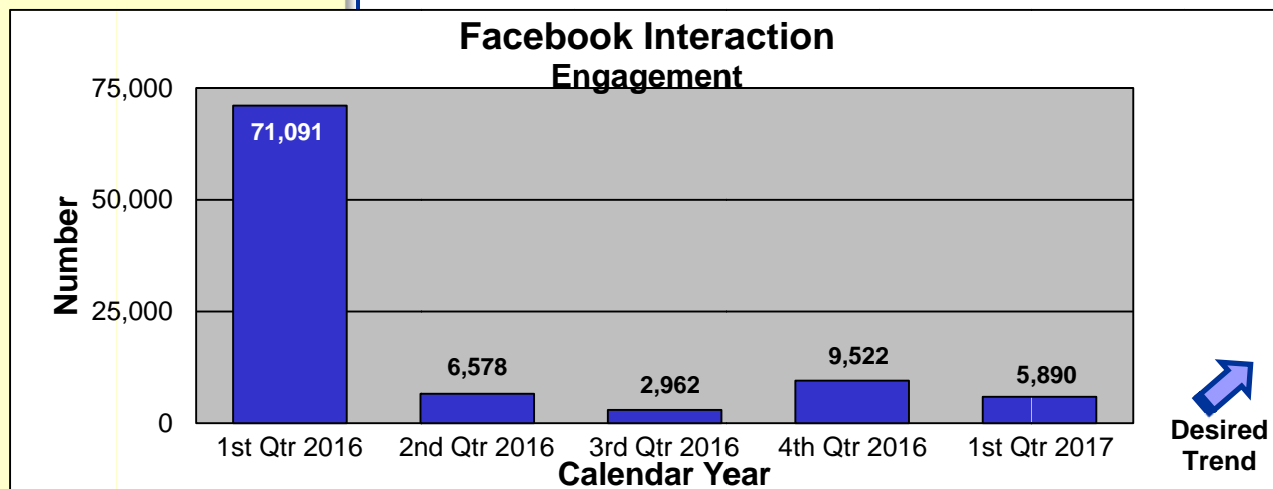
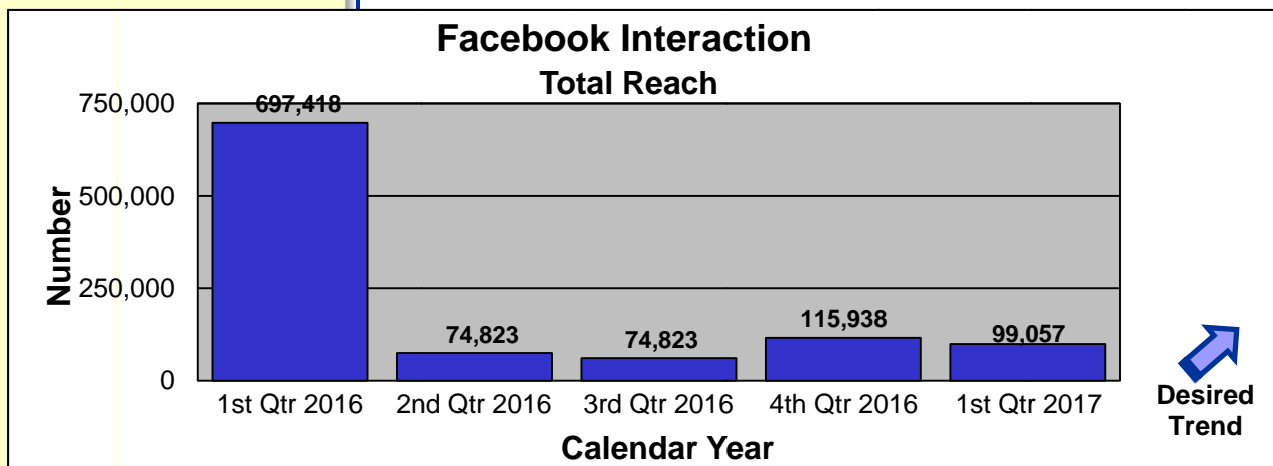
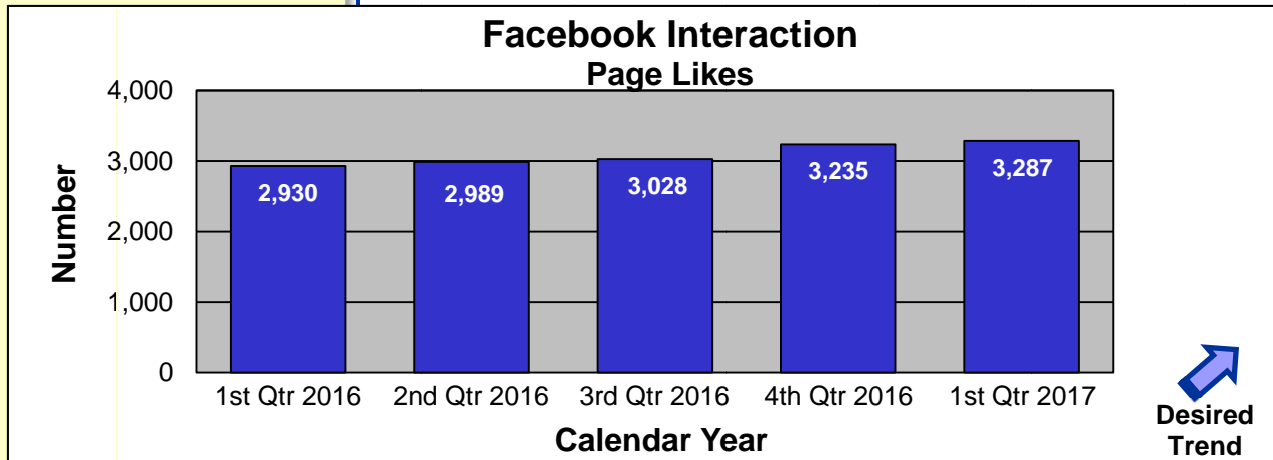
Reports available through Facebook indicate the effectiveness of the effort. In the first quarter of 2017, likes slowly grew by 52. Posts from the MCS page were seen by 99,057 people.

Reach is defined as the number of people who have seen any content associated with the page. Of those reached, 5,890 were engaged with the page. Engagement can occur through liking the page; posting on the timeline; liking, commenting or sharing one of the posts; answering a question MCS posted; responding to an event; mentioning or tagging the page or checking in at MCS' location.

This quarter, traffic on the MCS Facebook page was low. The most seen message was posted on January 12 - an ice storm warning. It was seen by 12,522 people.



PROVIDE OUTSTANDING CUSTOMER SERVICE



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Debbie Bradshaw,
Motor Carrier Compliance
Supervisor

PURPOSE OF THE MEASURE:

This measure tracks how many superload and oversize overweight permits are issued by Motor Carrier Services agents through the MoDOT Carrier Express system.

MEASUREMENT AND DATA COLLECTION:

Data is collected monthly from reports in the MoDOT Carrier Express system.

The first chart shows the number of superload permits issued in a quarter. A load is considered to be a superload when dimensions exceed 16' wide, 16' high, 150' overall length or 160,000 pounds, or does not meet acceptable configurations as outlined in 7 CSR 10-25.020.

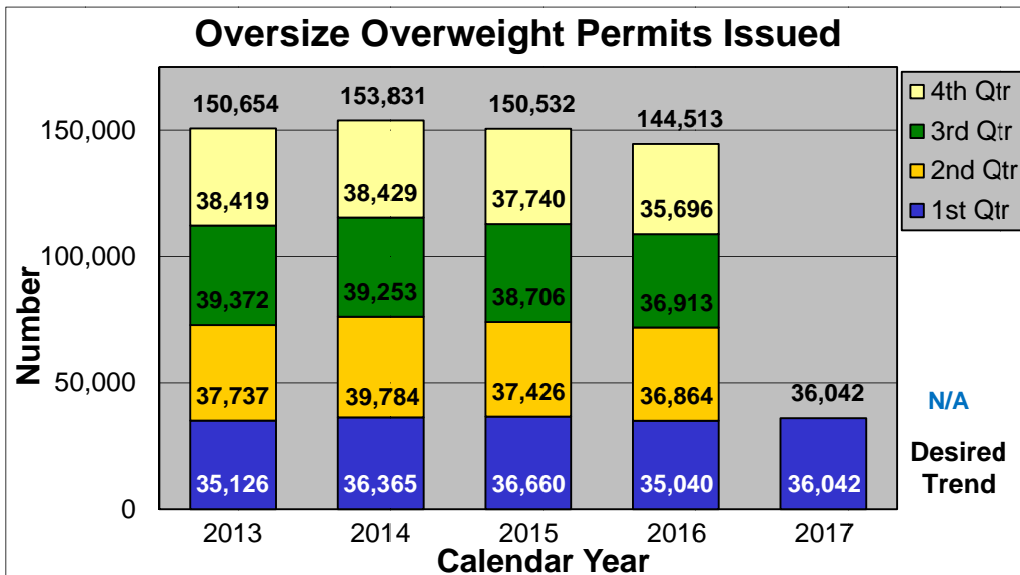
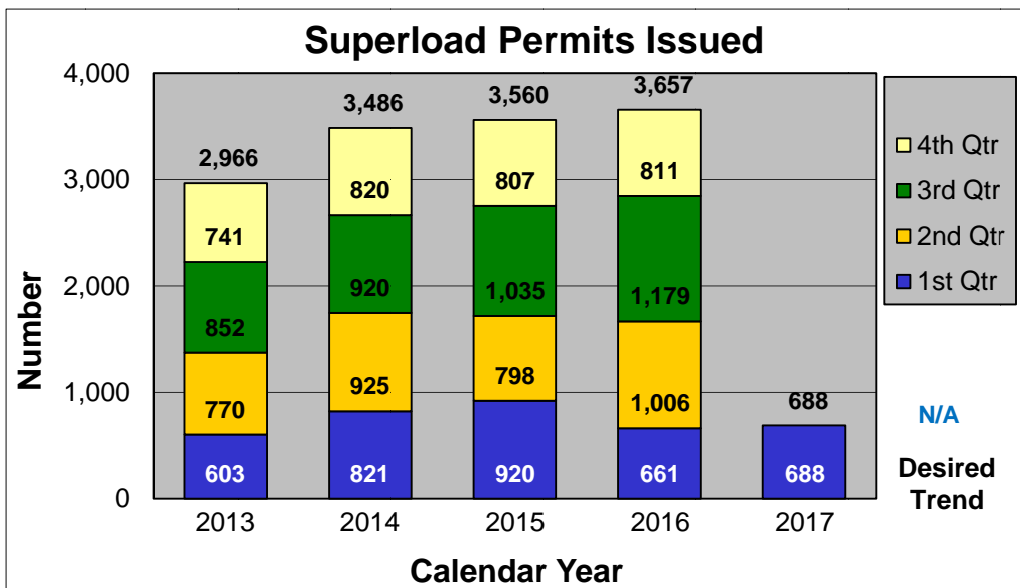
The second chart shows the total number of oversize and/or overweight permits issued per quarter and per year.

OPERATE A RELIABLE AND CONVENIENT TRANSPORTATION SYSTEM

Number of superload and oversize overweight permits issued – 3a

Motor Carriers that haul loads that exceed Missouri's legal weight and size requirements must obtain Oversize Overweight permits. OSOW permits give specific routes and special requirements the carrier must follow when using the Missouri state highway system. OSOW permits ensure safety for carriers and travelers as well as protection to Missouri's infrastructure.

Comparing the first quarters of 2016 and 2017, the number of superload permits issued increased by 4 percent (27 permits). Overall, the number of OSOW permits issued increased 2.9 percent from first quarter 2016.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Aaron Hubbard,
Project Manager

PURPOSE OF THE MEASURE:

This measure compares the number of transactions entered by customers in the MoDOT Carrier Express system versus the number entered by Motor Carrier Services employees.

MEASUREMENT AND DATA COLLECTION:

Data is collected quarterly from canned reports in the MoDOT Carrier Express system. Only transactions that are completed or closed are counted for purposes of this measure.

*The desired trend for customer entered transactions is up for all programs, with the exception of UCR. While auto-invoicing results in less customer-entered transactions, it also results in less work for MCS employees. Therefore, the desired trend for UCR is increased auto-invoicing, and less customer-entered transactions.

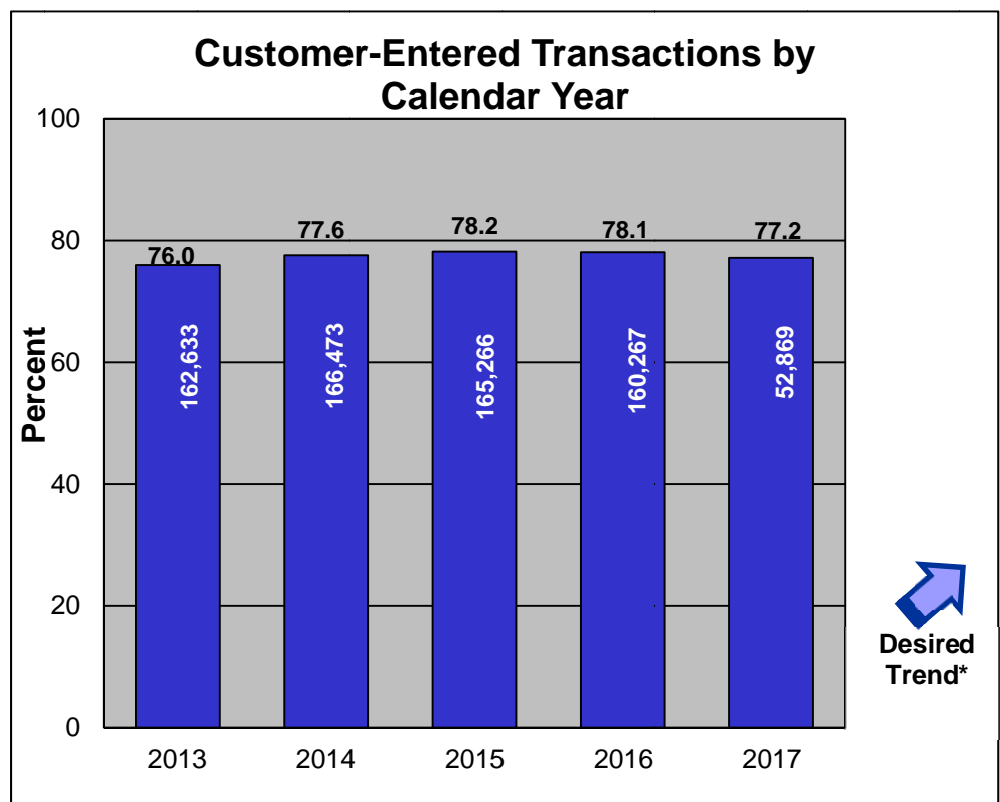
USE RESOURCES WISELY

Customer-entered transactions vs. agent entered transactions – 4a

When customers enter their own data, Motor Carrier Services staff can concentrate on more complex transactions and respond to customers faster. Customers are encouraged to conduct business via the Internet which reduces turn-around time and increases MCS production levels.

The percentage of all customers entering their own transactions in all programs for first quarter 2017 is 77.2 percent, less than one percent from last year's 78.1 percent. The percentage for each program is as follows:

Program	Percent
OSOW	79.1
IRP	73.0
IFTA	71.9
UCR	73.2



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Debbie Bradshaw,
Motor Carrier Compliance
Supervisor

PURPOSE OF THE MEASURE:

This measure tracks how many transactions in the MoDOT Carrier Express system are automatically issued without agent intervention versus the number issued by MCS agents. The desired trend is an increase in the number of auto-issued transactions.

MEASUREMENT AND DATA COLLECTION:

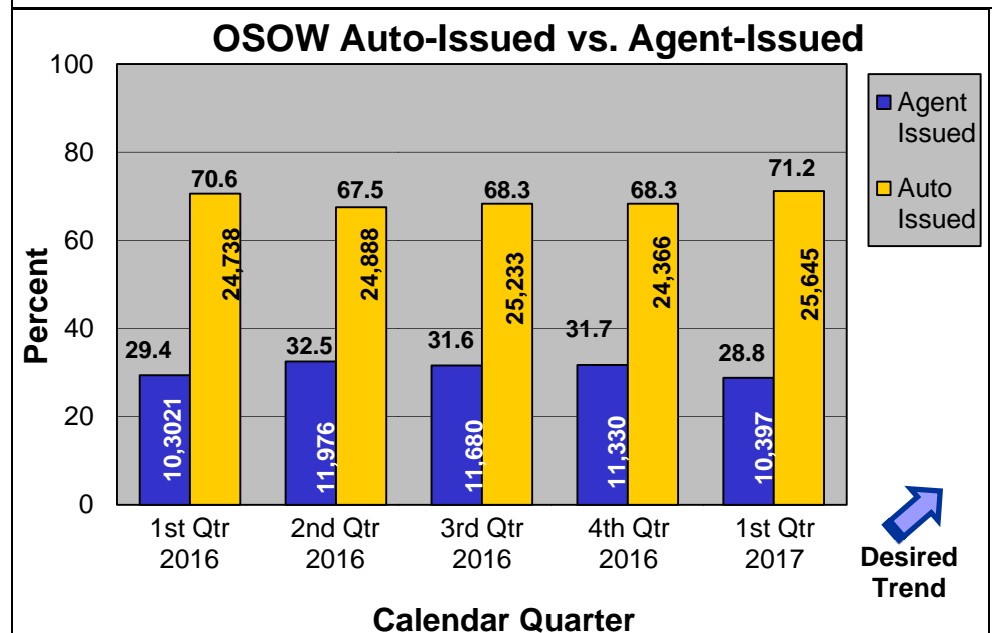
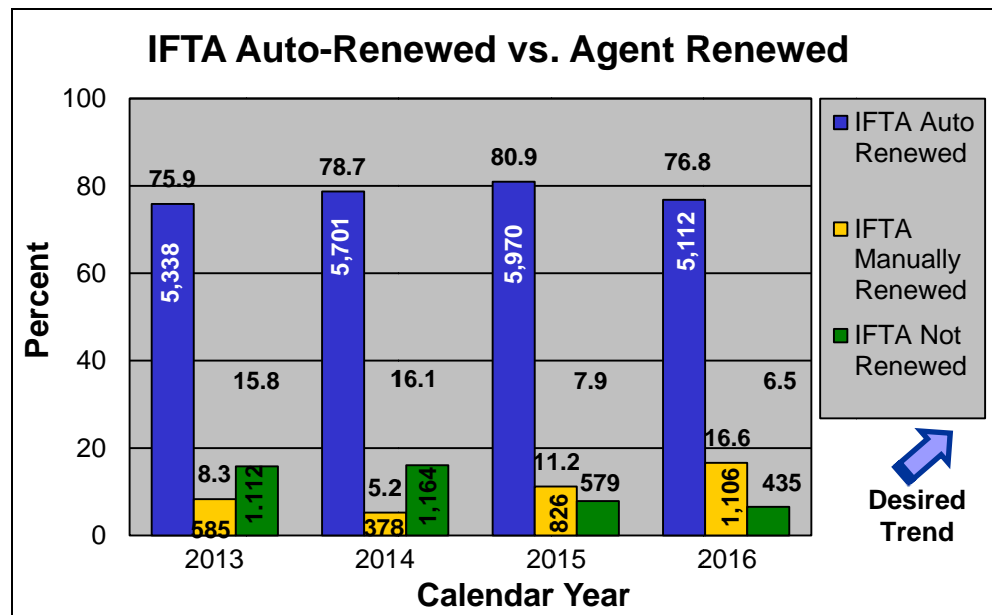
Data is collected monthly and yearly from reports in the MoDOT Carrier Express. Not all transactions produce a credential. Therefore, auto- and agent-issued transactions do not reflect the total number of transactions worked. Oversize Overweight data is compared quarterly. Because IFTA is an annual credential, the data is compared on an annual basis.

USE RESOURCES WISELY

Number of auto-issued vs. agent-issued transactions – 4b

Some Oversize Overweight permits are automatically issued by the MoDOT Carrier Express system. MCE is available to customers 24 hours a day, seven days a week. During the first quarter 2016, 70.6 percent of OSOW permits were issued without agent intervention, during the first quarter of 2017, the figure was 71.2 percent.

Annual Measure - From 2015 to 2016, auto-issued renewals decreased by 14 percent. IFTA manual renewals increased by 34 percent and the number of IFTA accounts that did not renew decreased by 25 percent. There were 6,653 IFTA accounts in 2015 and 6,218 in 2016.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Joy Prenger,
Motor Carrier Compliance
Supervisor

PURPOSE OF THE MEASURE:

This measure tracks the total budget amount and expenditures by fiscal year for Motor Carrier Services. The data is used to analyze spending from year-to-year to develop accurate budgeting practices.

MEASUREMENT AND DATA COLLECTION:

This measure compares the MCS budget to expenditures and reflects the budget amount remaining at the end of each fiscal year. The source of the data is the BRASS (MoDOT's budget system) Budget-to-Actual Report in ReportNet.

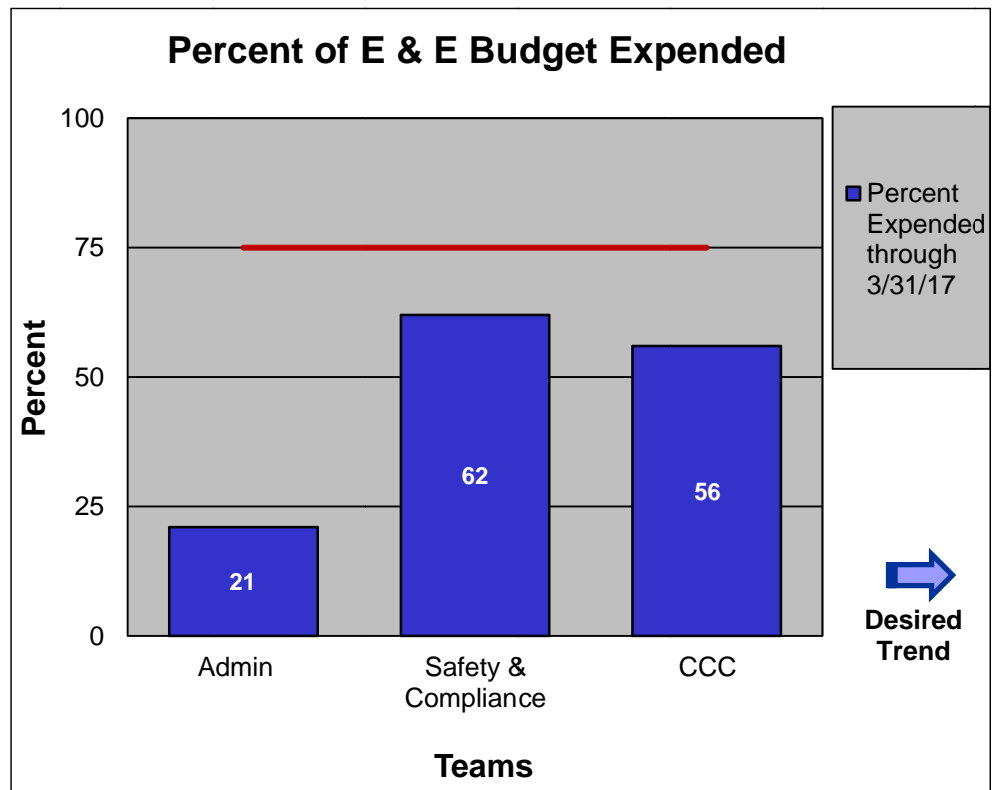
USE RESOURCES WISELY

Budget to actual (PS and E&E) – 4c

Motor Carrier Services uses this data to analyze spending from year-to-year to develop accurate budgeting practices.

Expense and Equipment (E & E) expenditures for MCS were 57 percent at the end of the third quarter of the fiscal year. The E & E budget decrease was a voluntary reduction so that unused funds could be expended on the state's roads and bridges.

Personal Services (PS) expenditures for MCS were 71 percent at the end of the third quarter of the fiscal year.



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Joy Prenger,
Motor Carrier Compliance
Supervisor

PURPOSE OF THE MEASURE:

This measurement shows the Motor Carrier Services contributions to the highway and state road funds.

MEASUREMENT AND DATA COLLECTION:

State revenue for roads and bridges include motor fuel taxes, motor vehicle and drivers licensing fees and motor vehicle sales and use taxes paid by highway users. Motor Carrier Services contributes to state revenue in two of the three major components; motor fuel taxes and commercial motor vehicle licensing fees.

USE RESOURCES WISELY

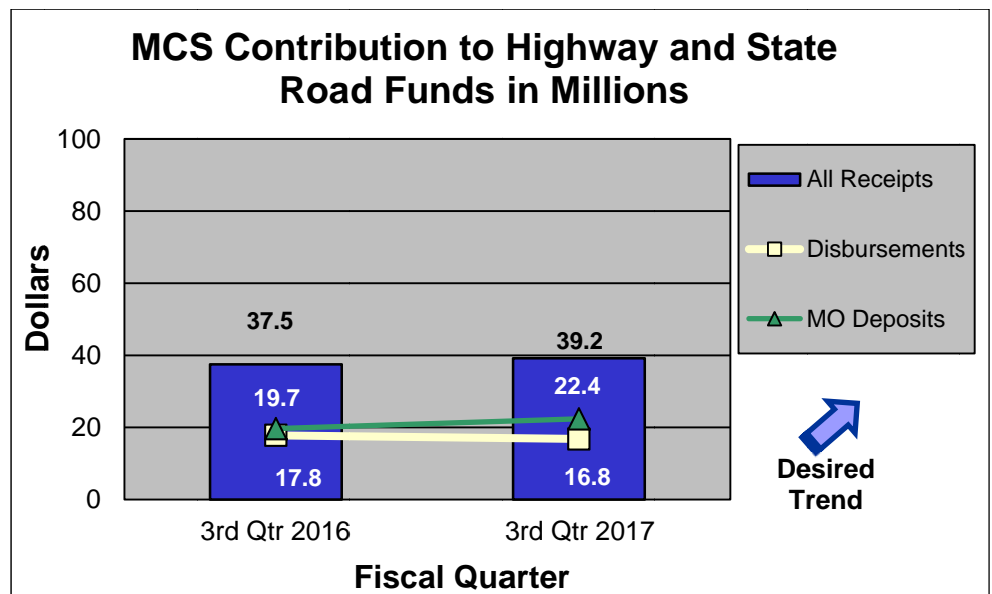
Motor Carrier Services' contribution to highway and state road funds – 4d

Commercial motor vehicles transport the goods and materials that keep the nation moving. Motor Carrier Services serves more than 29,000 customers with approximately 61,000 registered trucks.

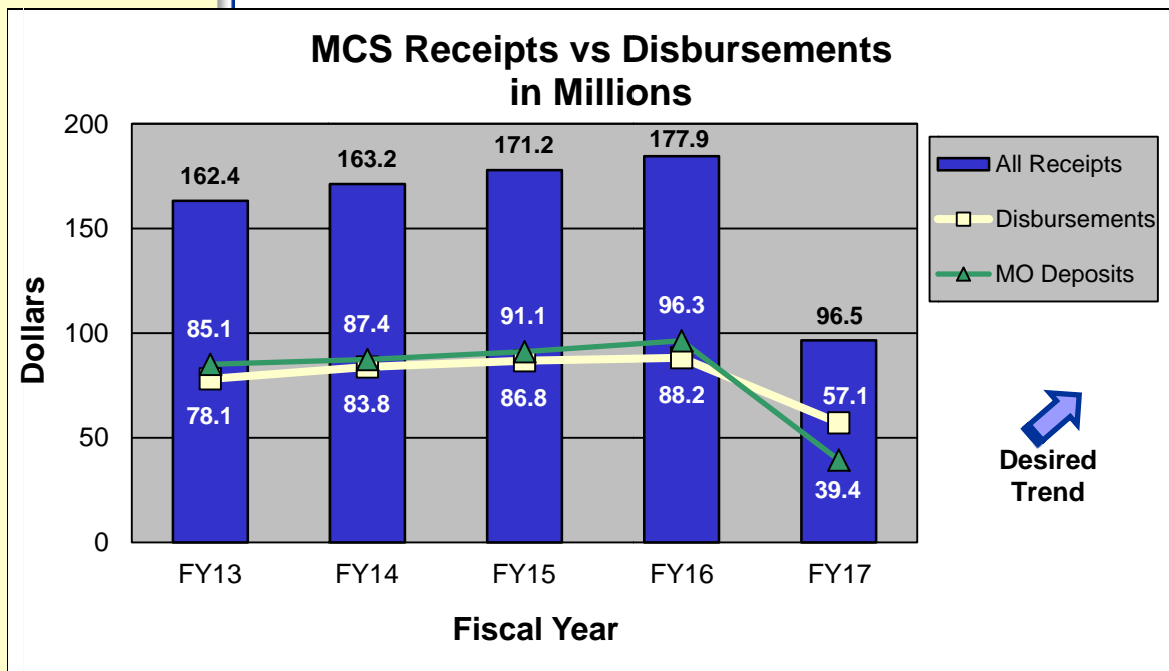
Compared to the third quarter of 2016, total collections show an increase of 4.6 percent. Missouri collections increased by 13.3 percent and IRP, IFTA and UCR disbursements decreased by 5.1 percent.

During the third quarter of this fiscal year, MCS contributed \$8.5 million to the state road fund and \$13.4 million to the highway fund. During the same time frame, MCS distributed approximately \$16.8 million to partnering states and Canadian provinces in accordance with the International Fuel Tax Agreement and International Registration Plan agreements.

- Oversize Overweight permit collections contributed \$2.4 million, an increase of 4.1 percent;
- IRP staggered registration and reciprocity permits collections contributed \$19.3 million.



USE RESOURCES WISELY



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Brenda Wells,
Motor Carrier System and
Training Analyst

PURPOSE OF THE MEASURE:

Commercial motor carrier freight movement in Missouri is critical to keeping our roads and bridges in good condition.

MEASUREMENT AND DATA COLLECTION:

The International Fuel Tax Agreement allows motor carriers to obtain a single fuel license and set of decals if they operate in two or more states or provinces. Carriers file quarterly tax returns based on the amount of fuel purchased and total miles traveled in all states and provinces. There are about 7,000 IFTA customers registered in Missouri and thousands more that travel in and through Missouri. All IFTA customers file and pay quarterly taxes in their base state. The base state processes the tax returns and payments and uploads the data to the IFTA Clearinghouse on a monthly basis creating the data in this measure to monitor freight movement in Missouri.

ADVANCE ECONOMIC DEVELOPMENT

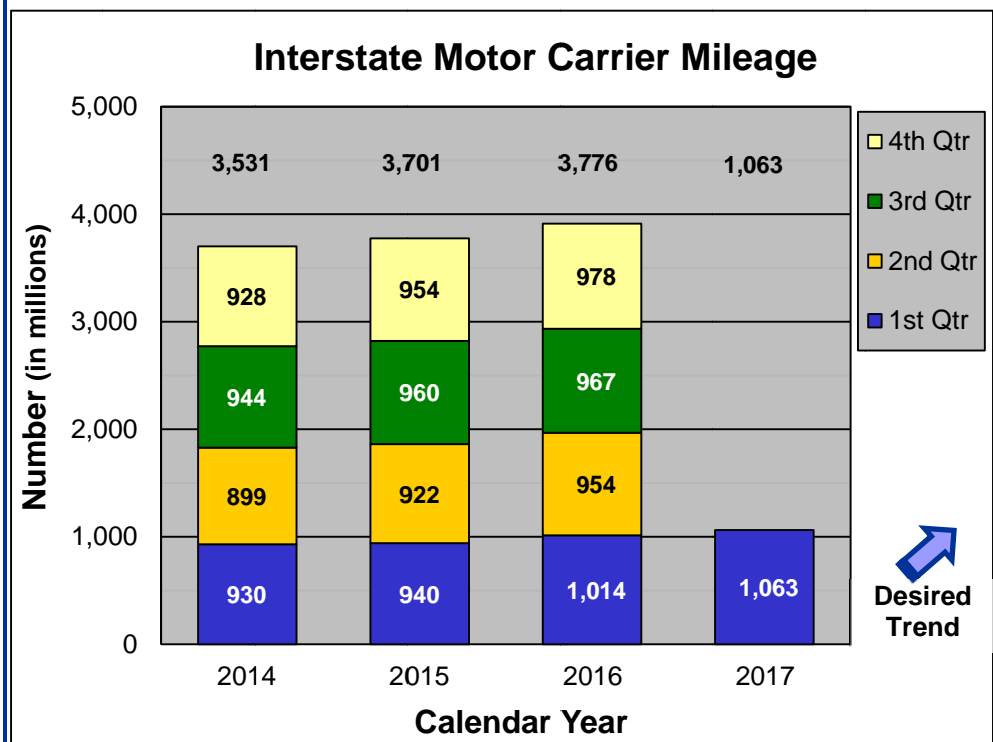
Interstate motor carrier mileage – 5a

Total miles traveled by both Missouri-based carriers and those based in another jurisdiction increased by 48,275,224 miles compared to the same period of 2016. Total miles traveled in the first quarter of 2017 are the most reported in any reporting period since measurement began in 2007.

Carriers based outside Missouri traveled 807,176,084* miles in Missouri this quarter, an increase of 34,193,179 miles when compared to the same period of 2016.

Missouri-based carriers also traveled more miles in their home state when compared to the same period of 2016. They reported 256,003,100 miles, an increase of 14,082,045 miles.

**Data was not received from Rhode Island for one month during this reporting period. Data from the same reporting period from 2016 was substituted.*



RESULT DRIVER:

Scott Marion,
Motor Carrier Services Director

MEASUREMENT DRIVER:

Carmen Claypool,
Motor Carrier Compliance
Supervisor

PURPOSE OF THE MEASURE:

This quarterly measure tracks the number of all active power units and trailers registered with Motor Carrier Services at the time of reporting. It is used to determine growth and track trends in the number of units licensed in Missouri.

MEASUREMENT AND DATA COLLECTION:

This measure is derived from a report created from the MoDOT Carrier Express system. Active power units and trailers are reported separately by quarter.

To maintain highest accuracy, this measure is reported a full quarter behind to include carriers who file following the deadlines.

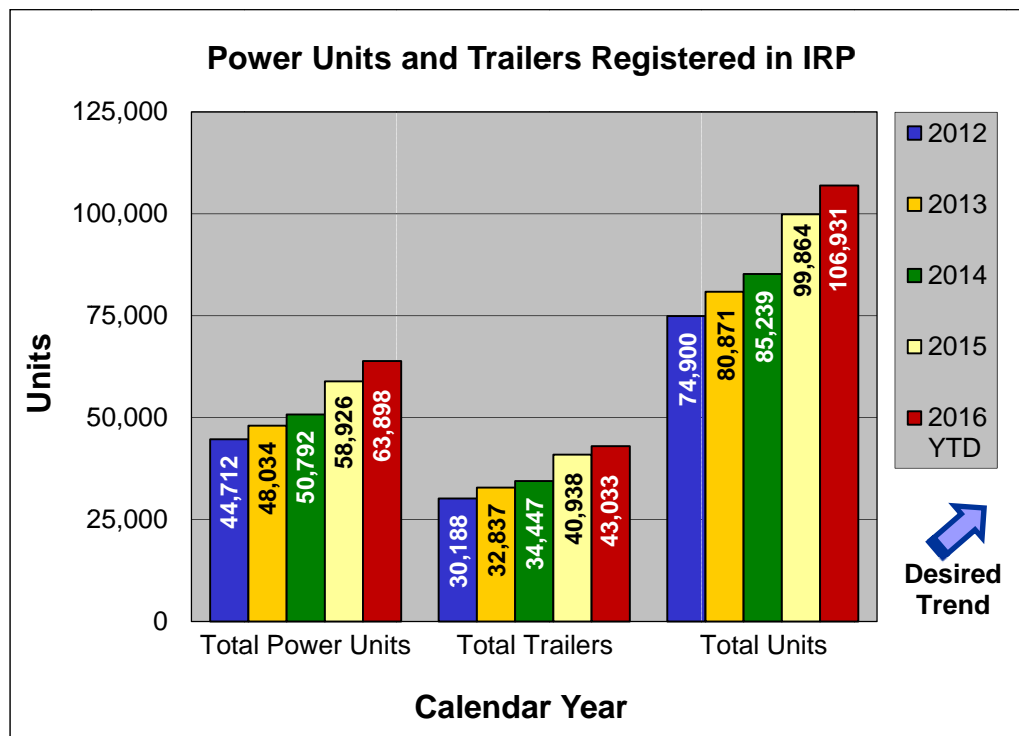
ADVANCE ECONOMIC DEVELOPMENT

Power units and trailers registered in International Registration Plan – 5b

Knowing the total number of power units and trailers registered in Missouri helps Motor Carrier Services track industry trends, growth and helps manage MCS workload.

The majority of IRP renewals are processed in December, although account maintenance takes place throughout all four quarters.

This data in this measure has changed. Year-to-date numbers in the chart reflect total active vehicles that were registered in 2016 at the time of reporting. Year-end totals for 2015 and 2016 year-to date-now include customers who filed after the deadline - a more accurate representation.



MoDOT MOTOR CARRIER SERVICES GLOSSARY

Apportionable vehicle – any power unit that is used or intended for use in two or more member jurisdictions and that is used for the transportation of persons for hire or designed, used or maintained primarily for the transportation of property, and:

- (i) has two axles and a gross vehicle weight or registered gross vehicle weight in excess of 26,000 lbs., or
- (ii) has three or more axles, regardless of weight, or
- (iii) is used in combination, when the gross vehicle weight of such combination exceeds 26,000 pounds

A recreational vehicle, a vehicle displaying restricted plates or a government-owned vehicle, is not an apportionable vehicle.

EXEMPT VEHICLES:

- Recreational vehicle
- Vehicles displaying restricted plates
- City pick-up and delivery vehicles
- Government-owned vehicles
- Vehicles having a GVW of 26,000 lbs. (11,793.401 kilograms or less)

Behavioral Analysis Safety Improvement Categories (BASICS): categories used to monitor and quantify the safety performance of commercial motor carriers. BASICS include unsafe driving, hours-of-service compliance, driver fitness, controlled substances & alcohol, vehicle maintenance, hazardous materials and crash history.

Busy Season: the time period between mid-September thru January 31.

BUS: The base service that handles communications among the various modules of MCE. Once a transaction is initiated, a message is sent to the BUS. The BUS initiates actions to the other services to complete.

CollectorSolutions, Inc. (CSI): CSI is a platform to process electronic payments.

Commercial Motor Vehicle (CMV): means any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—

- (1) Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or
- (2) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- (3) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- (4) Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter I, and subchapter C.

Commercial Vehicle Safety Alliance (CVSA) and CVSA decal: an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico whose mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. Goals include uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America by individuals dedicated to highway safety and security.

Common Customer: Module in MCE that provides a snapshot of a customer's business profile, account status and contacts.

Compliance Safety Accountability (CSA): a Federal Motor Carrier Safety Administration initiative to improve the effectiveness of compliance and enforcement programs. Helps FMCSA assess the safety performance of a greater segment of the motor carrier industry and allows earlier intervention to change unsafe behavior and practices before it results in a crash or incident.

Corrective Action Plan (CAP): The Federal Motor Carrier Safety Administration allows motor carriers to submit a corrective action plan to remedy inadequate safety management practices in accordance with 49 CFR Section 385.325. FMCSA will revoke its new entrant registration and issue an out-of-service order if the carrier fails to submit a written response demonstrating corrective action. The motor carrier's submission must include a written description of corrective actions taken and documentation of these corrective actions.

CCC (Customer Compliance Center): team of MCS agents that provide customer service and issue credentials to carriers moving in Missouri.

Expedited Action: Occurs when a New Entrant carrier behaves in a manner that calls for a Safety Audit or Intervention as soon as possible. (e.g. – using a driver that does not possess a valid CDL; a positive drug and/or alcohol test; operating without sufficient insurance or having a driver or vehicle out-of-service rate of 50 percent or higher. See 385.308 in the FMCSRs.)

Federal Fiscal Year: October 1 through September 30

Federal Motor Carrier Safety Administration (FMCSA): a division of the U.S. Department of Transportation. Its primary mission is to prevent CMV-related fatalities and injuries. Activities of the FMCSA promote safety in motor carrier operations through strong enforcement of safety regulations; targeting high-risk carriers and CMV drivers; improving safety information systems and commercial motor vehicle technologies; strengthening commercial motor vehicle equipment and operating standards; and increasing safety awareness.

Federal Motor Carrier Safety Regulations (FMCSR's): federal rules and regulations that apply to all employers, employees and commercial motor vehicles transporting property or passengers in interstate commerce.

Full Time Equivalent (FTE): The ratio of the total number of paid hours during a period (part time, full time, contracted) by the number of working hours in that period. One FTE is the equivalent of one employee working full time during the period.

Hazardous Material (HM): Hazardous materials are any substances defined by the Secretary of Transportation as posing an unreasonable risk to health and safety or property. Haz Mat includes waste oil, combustible liquids, corrosives, poisons/toxins, flammable liquids, flammable solids, PCB's and infectious waste.

Hazardous Waste/Waste Tire: Transporters of Hazardous Waste (includes waste oil, combustible liquids, corrosives, poisons/ toxins, flammable liquids, flammable solids, PCB's and infectious waste) must obtain a Hazardous Waste Transporter License Certificate. Transporters of Waste Tires (tires that are no longer suitable for their intended purpose because of wear, damage, or defect) must obtain a Waste Tire Hauler Permit. The license or permit issued is valid for one year and helps ensure environmental protection through proper disposal of waste.

Hours of Service (HOS): regulations issued by the Federal Motor Carrier Safety Administration governing the working hours of anyone operating a commercial motor vehicle in the United States for the purpose of interstate commerce — moving commercial goods from one U.S. state to another. This includes truck drivers and bus drivers who operate CMVs for motor carriers (their employers). These rules limit the number of daily and weekly hours spent driving and working, and regulate the minimum amount of time drivers must spend resting between driving shifts. For intrastate commerce, the respective state's regulations apply.

Household Goods: Household goods carriers must obtain operating authority from MoDOT Motor Carrier Services before operating in or between Missouri municipalities and/or in commercial zones. Household goods carriers must also file applications to reflect increases and decreases in operational costs.

Interaction: the number of people that share information about the MoDOT Motor Carrier Services Facebook page. This includes liking the page; posting to the timeline; liking, commenting or sharing a post; mentioning the page, tagging the page in a photo, or checking in at MCS' location.

International Fuel Tax Agreement (IFTA): allows motor carriers to obtain a single fuel license and set of decals. Carriers file quarterly fuel use tax returns with their base state or province. The base state transfers payments to states or provinces the carrier traveled (or obtains refunds) based on the amount of fuel purchased and miles traveled within each jurisdiction.

International Registration Plan (IRP): In the International Registration Plan, a motor carrier purchases a single, apportioned license plate in their base state. The plate is honored by all states and most Canadian provinces. Apportioned license plate fees are distributed based on the number of miles the equipment travels in each state or province.

Interstate Commerce: moving commercial goods from one state to another.

Investigations: examinations of motor carrier operations records, specifically dealing with the seven BASICS.

- On-site Comprehensive: an in-depth review of carrier's overall compliance with FMCSRs conducted at the carriers' business
- On-site Focused: a focused review dealing with compliance of specific parts of the FMCSRs conducted at the carriers' business
- Off-site: a focused review dealing with compliance of specific parts of the FMCSRs from a remote location other than the carriers' business

Intrastate: traveling wholly within a single state.

Legatus: Vendor that supports the Operating Authority, IRP, IFTA, 72-hour fuel and trip permits and CVIEW modules in the MCE system.

Likes: the number of new people who choose to follow a Facebook page. Liking a page is akin to subscribing to a page. Facebook uses an algorithm to determine which Liked pages' posts appear on individuals' news feeds.

MCSA-1: An online registration that motor carriers and motor private carriers use to update their USDOT number and associated information. Carriers currently update the form biennially. It provides readily available contact information, facilitates accurate revenue collection, reporting for Unified Carrier Registration and compliance, provides CSA grouping and intervention threshold, assists enforcement efforts to assure the safety of motor carriers, and provides PRISM information.

MO-1: Application to apply for Missouri intrastate operating authority.

MQ: Software that sends xml messages between different software packages (modules in MoDOT Carrier Express) for communication and data exchange between those softwares.

MoDOT Carrier Express (MCE): MoDOT Motor Carrier Services' online system.

Motor Carrier Management Information System (MCMIS): is an information system that captures data from field offices through SAFETYNET, CAPRI, and other sources. MCMIS utilizes an Oracle database with a web front-end access. It is a source for FMCSA inspection, crash, compliance review, safety audit, and registration data.

Motor Carrier Safety Assistance Program (MCSAP): A federal grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles. Its goal is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform and effective CMV safety programs. Using grant monies in appropriate safety programs increases the likelihood that safety defects, driver deficiencies, and unsafe motor carrier practices are detected and corrected before they become contributing factors to crashes.

Motor Carrier Services (MCS): helps commercial motor carriers get the information, credentials, and permits they need to conduct business in Mo. MCS enforces safety and economic regulations to help keep highways safe.

New entrant safety audit (SAs): audit conducted by MCS investigative staff to measure New Entrant motor carriers' safety compliance and knowledge of the FMCSRs.

Operating Authority (OPA): For-hire motor carriers transporting property or passengers in intrastate commerce (wholly within the state) are required to apply for authority to operate in Missouri. The registration process promotes motor carriers safety and because it requires continuous filing of insurance, their economic health.

Out-of-Service (OOS): A declaration by an authorized enforcement officer of a Federal, State, Canadian, Mexican, or local jurisdiction that a driver, a commercial motor vehicle, or a motor carrier operation is deemed to have serious safety concerns pursuant to 49 CFR 386.72, 392.5, 392.9a, 395.13, or 396.9, or compatible laws, or the North American Standard OOS Criteria.

Oversize Overweight (OSOW): Motor carriers who haul loads that exceed Missouri's legal weight and size requirements must obtain Oversize Overweight permits. Loads that exceed 8'6" width, 14' high on interstate or designated routes, 13'6" on routes more than 10 miles from an interstate or designated route, 53' trailer and load length, between 80,000 and 160,000 lbs. for truck tractor trailer combinations, but less than 16' wide, 16' high, 150' overall length. OSOW permits prescribe the route a carrier must travel when using the Mo. state highway system.

Performance and Registration Information System Management (PRISM): program was developed to meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding interstate carrier population. It has increased the efficiency and effectiveness of Federal and State safety efforts through a more accurate process for targeting the highest-risk carriers, which allows for a more efficient allocation of scarce resources for compliance reviews and roadside inspections

Power unit: means a motor vehicle (but not including an automobile or motorcycle), as distinguished from a trailer, semi-trailer, or an auxiliary axle.

Registrant: a person in whose name a properly registered vehicle is registered.

Roadside safety inspection: An inspection of commercial vehicles and/or drivers. This inspection evaluates a vehicle and/or driver for compliance with the safety regulations using the North American Standard Inspection procedure and North American Standard Inspection criteria. The inspection determines whether the vehicle and/or driver are safe enough to continue or need to be delayed until noted violations are corrected.

SafeStart: a basic introduction to motor carrier regulations and required credentials.

Safety & Compliance (S&C): MoDOT Motor Carrier Services Safety & Compliance section encourages carriers' compliance with Missouri State Statutes and Federal Motor Carrier Safety Regulations through education and enforcement.

Safety and Fitness Electronic Records System (SAFER): offers company safety data and related services to industry and the public over the Internet. Users can search FMCSA databases, register for a USDOT number, pay fines online, order company safety profiles, challenge FMCSA data using the DataQs system, access the Hazardous Material Route registry, obtain National Crash and Out of Service rates for Hazmat Permit Registration, get printable registration forms and find information about other FMCSA Information Systems.

Superload: loads in excess of routine permit limits, which are loads that exceed 16' wide, 16' high, 150' overall length, and are greater than 160,000 lbs. We also issue a superload permit for a configuration not found in our regulations book not to exceed 22,400 lbs. per axle.

Total Reach: the number of people who have seen any content associated with the page. This can be from the MoDOT Motor Carrier Services page, or from another user's page who has liked the page or one of the posts.

Transportation Management System (TMS): used to store travel way related data including bridge, safety, traffic, traveler information applications, STIP, Right of Way, Striping, Railroad, etc.

Unified Carrier Registration (UCR): is a base-state system for registering interstate motor carriers with vehicles over 10,000 lbs. Those who must register include private, for-hire and exempt carriers; farmers who operate in interstate commerce; brokers; freight forwarders and leasing companies. Annual registration fees fund state motor carrier safety programs and enforcement.

Unrated interventions: An intervention is an evaluation of a carrier's safety management program to determine whether the carrier has systems in place to assure their drivers and equipment are safe for use on public roads. Carriers are assigned ratings which presently are Satisfactory, Conditional, or Unsatisfactory. These ratings are assigned after an evaluation of all parts of their operation when compared to the safety regulations. Depending on the need for evaluation for a specific carrier, all or part of these different safety areas are evaluated. Should the carrier's performance be isolated to a few specific areas, only those areas will be evaluated. If not enough areas of a carrier's operation are evaluated to be able of assess their overall safety compliance, no rating will be assigned to the review.

Vehicle safety inspection: examination of motor carriers' commercial motor vehicles and records at a fixed terminal or destination facility to assess the compliance of a company's motor vehicles and/or its drivers with FMCSRs.