

Criteria for the 2013 MCSAP Leadership Awards

The 2013 MCSAP Leadership Awards recognize the efforts that the Federal Motor Carrier Safety Administration's MCSAP State partners provide to improve the productivity and effectiveness of their commercial motor vehicle enforcement programs. States are recognized for achievements and improvements to their:

- Safety Enforcement Program;
- Investigations Program;
- Data Quality; and
- Commercial Motor Vehicle Fatality Rate.

Provided below are descriptions of the individual awards and the criteria by which the States were measured and ranked. Additionally, an accompanying spreadsheet contains all of the data used to determine awardees.

The **Safety Enforcement Award** is presented to the States with the most productive and effective safety enforcement programs in fiscal year (FY) 2012 in terms of cost efficiency, traffic enforcement and data quality. The States with the highest average rank across three component criteria were selected as awardees. The first component is a count of all inspections performed by State enforcement personnel divided by the sum of all (MCSAP Basic, Incentive, and Border) inspection funding each State received, i.e. inspections per dollar spent. The second component is the percentage of inspections that accompanied a traffic enforcement action in FY 2012, i.e. the number of State-conducted traffic enforcement-induced inspections divided by the total number of State-conducted inspections. The third component measures the quality of reporting traffic enforcement violations. It is the number of traffic enforcement inspections in which a *specific* traffic enforcement violation code¹ was cited divided by the total number of traffic enforcement-induced inspections conducted.

The **Safety Enforcement Improvement Honorable Mention** recognizes the States with the greatest improvement to their safety enforcement programs, as measured for the Safety Enforcement Award. The changes in each of the three criteria from FY 2011 to FY 2012 were ranked, and the averages of the ranks were calculated. To be eligible for recognition, a State must have exceeded 50% of the national average proportion of traffic enforcement inspections citing a *specific* traffic enforcement violation code¹ in FY 2011.

The **Comprehensive Investigations Award** is presented to the States with the most thorough and effective investigations programs in FY 2012. The States with the highest average rank across two component criteria were selected as awardees. The first component summarizes all the serious violations that are discovered from all types of reviews. It is the ratio of comprehensive, focus, offsite, shipper, and cargo tank reviews performed by State enforcement personnel on both intra- and interstate motor carriers and uploaded to the Motor Carrier Management Information System (MCMIS) divided by the MCSAP Basic and Incentive funding each State received in FY 2012. The second component indicates the improvement of on-road safety performance (total violation rate) for carriers that were reviewed. It is the difference in violation rates from all level 1, 2, 3 and 5 inspections conducted on reviewed carriers one year prior to versus one year after their earliest investigation. To be eligible for the Comprehensive Investigations Award, a State must have conducted a minimum number of comprehensive investigations in FY 2012 (small States: 20, medium States: 50, and large States: 75).

¹ Specific traffic enforcement violations include: 392.2C, 392.2FC, 392.2LC, 392.2P, 392.2R, 392.2S, 392.2T, 392.2Y, 392.10A1, 392.10A2, 392.10A3, 392.10A4, 392.14, 392.16, 392.3, 392.4A, 392.5A, 392.71A, 392.2SLLS1, 392.2SLLS2, 392.2SLLS3, 392.2SLLS4, 392.2SLLSWZ, 392.2SLLT.

The **Comprehensive Investigations Improvement Honorable Mention** recognizes the States with the greatest improvement in their investigations programs, as measured for the Comprehensive Investigations Award. The changes in each of the two criteria from FY 2011 to FY 2012 were ranked, and the averages of the ranks were calculated. To be eligible for recognition, a State must have been eligible for the Investigations Award in FY 2012.

The **Data Quality Award** recognizes the States with the highest composite data quality score for FY 2012. Each State's composite score is calculated as an average of nine State safety data quality measures for FY 2012. The nine measures are: timeliness of inspection reporting; timeliness of crash reporting; accuracy of inspection reporting; accuracy of crash reporting; crash record data element completeness; fatal crash record completeness; non-fatal crash record completeness; inspection record completeness and VIN accuracy. Each measure is scored on a 1 to 100 scale. When the fatal and non-fatal crash reporting measures exceed 100, they were capped at 100. A State earning a poor rating on any scale in FY 2012 was ineligible for the award.²

The **Data Quality Improvement Honorable Mention** recognizes the States with the greatest improvement in the nine data quality measures. The States with the greatest net improvement in their composite scores from FY 2011 to FY 2012 were selected as winners. A State earning a poor rating in FY 2012 was ineligible for the award.²

The **Commercial Motor Vehicle Fatality Rate Award** recognizes the States with the lowest commercial motor vehicle fatality rate in calendar years (CY) 2009 through 2011. The fatality rate was calculated for each State by dividing the total number of fatalities associated with commercial motor vehicle crashes by the State total vehicle miles traveled over the three year period.

The **Commercial Motor Vehicle Fatality Rate Improvement Honorable Mention** recognizes the States with the greatest reduction in commercial motor vehicle fatality rate between CY 2006-2008 and CY 2009-2011.

A Note on Small, Medium, and Large State Categories for Awards: To account for demographic and program differences between small, medium, and large States, three groupings of comparable States were used for the awards. The size categories are based on MCSAP Basic and Incentive funding allocations for FY 2012. Specifically, States receiving \$2.5 million or less in MCSAP funding in FY 2012 are defined as small; States receiving between \$2.5 million and \$4.25 million as medium; and States receiving more than \$4.25 million as large.

If you have any questions, please contact:
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²For what constitutes a "poor" rating, please refer to:
Methodology for State Safety Data Quality (SSDQ) on Analysis and Information (A&I) Online at
<http://ai.fmcsa.dot.gov/DataQuality/DataQuality.asp?redirect=methodology.asp>