

eCVSP

ALASKA

Commercial Vehicle Safety Plan

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

Fiscal Year 2019

Date of Approval: June 27, 2019

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The 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 accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, 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 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to "prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety."

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
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing 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 single year, a 3-year plan, or an Annual Update to a 3-year plan. 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.

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to 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.

Part 1 Section 2 - Mission/Goal Statement**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.

Lead Agency

In July 1997, the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement (AKDOT&PF/MSCVE) became the Lead Agency responsible for administering the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP). AKDOT&PF/MSCVE is responsible for all Commercial Motor Vehicle (CMV) size and weight enforcement in addition to State and Federal traffic and safety regulations. MSCVE will leverage resources and maximize efforts to support the following mission and goal for FY19:

Mission: To enhance the safety of the motoring public, protect public infrastructure and assure marketplace confidence and equitable trade equitable trade.

Goal: To reduce the number of Federally-reportable CMV-related crashes below the rolling three-year (CY15-17) average of 77, contributing to a fatality rate below 0.114 fatalities per 100M vehicle miles traveled during CY19.

A transportation system that is safe, reliable and efficient provides an avenue for economic prosperity. Trucks deliver everything from food, fuel and clothing to automobiles and the State's natural resources (gold, oil, copper, fish, etc.). Passenger vehicles provide transportation services throughout the State that are vital to the tourism industry and Alaskans that travel to work, school or play. Efforts by the Lead Agency have contributed to record low CMV fatality rates in the State.

The Alaska Commercial Vehicle Safety Plan (CVSP) is prepared by AKDOT&PF/MSCVE and available for review online at www.dot.alaska.gov/mscve. Hard copies of the CVSP are available at the following location:

Alaska Department of Transportation & Public Facilities
Division of Measurement Standards & Commercial Vehicle Enforcement
11900 Industry Way, Building M2
Anchorage, AK 99515

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

AKDOT&PF/MSCVE is the Lead Agency enforcing operating authority requirements under 49 U.S.C.13902 and 49 CFR Parts 365, 368, and 392.9a, by placing Out-of-Service any CMV operating without the required authority or beyond the scope of the motor carrier's operating authority. In addition to the laws pertaining to commercial vehicle safety and hazardous materials, AKDOT&PF/MSCVE enforces financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387.

As of June 30, 2018 AKDOT&PF/MSCVE has eleven (11) non-certified sworn Commercial Vehicle Compliance Inspectors (CVCIs) and 20 certified sworn CVCIs. The 20 certified sworn CVCIs are supported by MCSAP funds. In the State of Alaska, the Juneau Police Department has one (1) certified sworn Commercial Motor Vehicle (CMV) Officer and the Alaska State Troopers has one (1) certified sworn CMV Officer; neither of these officers are supported by MCSAP funds.

As of June 30, 2018 there were no CMV-certified AST officers available to conduct inspections; therefore, the reference to this officer has been deleted. Any trooper or member of a local law enforcement agency is always welcome to receive NAS A & B training and become certified to conduct CMV inspections.

AKDOT&PF	Number of Funded Personnel Directly Related to MCSAP Activities
Chief, Commercial Vehicle Enforcement*	1
Statewide Supervisor (CVCI V)*	1
Area Supervisors (CVCI IV)*	3
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)*	25
New Entrant CVCI (CVCI IV)*	1
Program Coordinator	1
Grants Administrator	1
Research Analyst	1
Administrative Support	1
Data Processing Manager	1
Microcomputer/Network Technician	1
Total MSCVE Personnel:	37

*Trained to perform NAS inspections

	Number of Non-Funded Personnel Directly Related to MCSAP Activities
AST & Local PDs	2
Total Non-Funded Personnel:	2

Total # of MCSAP Participating Personnel: **39**

Numbers as of 6/30/2018

To ensure maximum operational effectiveness and efficiency, Alaska continues to utilize MCSAP resources to support the following CMV safety programs:

- Safety data collection
- Uniform driver and vehicle safety inspections
- Commercial Drivers' License (CDL) verification and enforcement
- Operating authority verification and enforcement
- Hazardous materials training and enforcement
- Passenger carrier training and enforcement

- Public education and awareness
- Equipment and services to support these activities

Part 1 Section 4 - MCSAP Structure

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

Lead Agency Information	
Agency Name:	MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT (MSCVE)
Enter total number of personnel participating in MCSAP activities	37
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	31
Traffic Enforcement Activities	0
Investigations*	1
Public Education and Awareness	11
Data Collection and Reporting	37
* 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 2019 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2013 - 2017

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 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 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 Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the 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.

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: Large Truck Fatal Crashes per 100M VMT

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			
01/01/2017	12/31/2017	2	0.1140	0.0364
01/01/2016	12/31/2016	4	0.1140	0.0763
01/01/2015	12/31/2015	2	0.1140	0.0396
01/01/2014	12/31/2014	6	0.1140	0.1236
01/01/2013	12/31/2013	6	0.1140	0.1238

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			
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	2	0
01/01/2015	12/31/2015	1	2	1
01/01/2014	12/31/2014	1	2	1
01/01/2013	12/31/2013	1	2	1

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			
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	2	0
01/01/2015	12/31/2015	0	2	0
01/01/2014	12/31/2014	1	2	1
01/01/2013	12/31/2013	1	2	1

Enter the data sources and capture dates of the data listed in each of the tables above.
 Data extracted from SAFETYNET on 07/11/2018.

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

The State's Fatality Reduction Goal is expressed as the Actual Number of Fatalities.

Below is a brief description of the two (2) CMV-involved crashes in CY17 that resulted in a fatality:

The first crash involved the driver of a passenger vehicle failing to stop at a red light, which resulted in a CMV legally traversing the intersection under a green light striking the passenger vehicle. A passenger in the POV died in this collision.

The second crash occurred when a CMV swerved toward a roadside ditch to avoid a car stopped in the road. While traveling down the ditch, a pedestrian ran in front of the CMV and was struck and killed.

Neither of the CMV drivers involved in these fatal crashes were cited.

During FY19, MSCVE will continue its Public Education and Outreach activities. Activities aimed at CMV audiences will include emphasis on safe driving practices. During activities directed at non-CMV audiences, emphasis will be placed on POV driver awareness of CMVs on the roadway.

Narrative Overview for FY 2019

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.

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. During FY15-17, the most current complete fiscal years preceding the goal period, an annual average of 77 Federally-reportable crashes involving CMVs occurred in the State of Alaska; a total of 9 fatalities resulted from these crashes. The goal is to reduce the number of Federally-reportable CMV-related crashes in FY19 to fewer than 65.

Fiscal Year	CMV-related Crashes	Crash Reduction Goal	3-Year Rolling Average
FY19	TBD	65	77 (FY15, 16, 17)
FY18	12*	88	103 (FY14, 15, 16)
FY17	42	96	113 (FY13, 14, 15)
FY16	71	96	113 (FY12, 13, 14)
FY15	117	97	115 (FY11, 12, 13)
FY14	120	103	123 (FY10, 11, 12)

*number of CMV-related crashes in FY18 is through 7/11/18 but only includes data through March 2018.

Enter the data source and capture date:

Data extracted from SAFETYNET on 07/11/2018.

Projected Goal for FY 2019**Enter Crash Reduction Goal:**

Alaska's Crash Reduction Goal is to reduce the number of Federally-reportable CMV-related crashes by 15% from 77 (the rolling three-year average of all Federally-reportable CMV-related crashes in FY15, 16, and 17) to fewer than 65 in FY19. By using the average of the number of crashes for each of three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

Program Activities: 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 risk of CMV-related crashes in Alaska is lowered by removing unsafe vehicles and unqualified drivers from the road. During FY19, it is anticipated that 6,870 MCSAP Basic and Incentive CMV safety inspections, plus 600 MCSAP Border Enforcement CMV safety inspections, will take place at roadside locations, fixed inspection/weigh stations, and carrier facilities throughout the State.

The primary activity of the Lead Agency is to conduct safety and size/weight inspections on vehicles engaged in commerce. This activity has been effective in removing unsafe vehicles and unqualified drivers from the road. In FY17 officers conducted 8,525 inspections, removing 1,029 unsafe vehicles and 184 unqualified drivers from the road; during the first 9 months of FY18, officers conducted 5,590 inspections and removed 612 unsafe vehicles and 109 unqualified drivers from the road. As a result, the number of Federally-reportable crashes involving CMVs in Alaska increased from 103 in FY13 to 120 in FY14, but have slightly dropped to 117 in FY15, 71 in FY16, 42 in FY17, and 12 in FY18 (it is important to note that the FY18 count only includes data through March 2018).

Driver and Vehicle Inspections

Driver and Vehicle Safety Inspections are conducted at inspection/weigh stations and at roadside locations. Partnerships with the Alaska State Troopers and local police departments help to maximize efforts where AKDOT&PF/MSCVE may have a limited presence. All inspectors are trained in the use of ASPEN inspection reporting software and have completed various levels of inspection training.

Traffic Enforcement

At this time, Commercial Vehicle Compliance Inspectors (CVCIs) (formerly Commercial Vehicle Enforcement Officers (CVEOs)) in Alaska do not have authority to conduct traffic stops. All traffic enforcement activities will be conducted by State and local law enforcement agencies throughout Alaska.

Carrier Interventions

Alaska does not currently conduct carrier interventions.

Public Education and Awareness

A cooperative industry and public education program is in place to inform and educate drivers about the risks and personal responsibilities involved when driving CMVs or driving around them. The educational process includes year-round initiatives directed at CMV drivers, carriers, and the general public. The anticipated 9 Safety Briefings for FY19 are designed for a variety of audiences. Examples of briefings include Passenger Transportation Safety and Hazardous Material Carrier Safety. During FY19, Alaska will continue to participate in the "Click It or Ticket" campaign as well as the CVSA-sponsored "Brake Check Day" and "Road Check." Alaska will continue working with commercial vehicle safety stakeholders to develop and deploy new avenues of effective outreach with timely information.

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.

Efforts in Alaska to reduce the number of CMV-related crashes by removing unsafe vehicles and unqualified drivers from the road have resulted in a secondary Alaska CMV-Related Crash Reduction goal that is consistent with the FMCSA CMV Fatality Reduction Goal. The Crash Reduction Goal for FY19 is no more than 65 Federally-reportable CMV-related crashes. The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to date to determine positive progress or areas that require additional attention in order to reduce violations.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019.

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 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	1377	1223	1663	1935	2535
Level 2: Walk-Around	1082	575	1739	1963	1954
Level 3: Driver-Only	2435	1877	4041	2908	2783
Level 4: Special Inspections	55	95	120	20	25
Level 5: Vehicle-Only	202	131	95	217	264
Level 6: Radioactive Materials	0	0	0	0	0
Total	5151	3901	7658	7043	7561

Narrative Overview for FY 2019

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 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.

The State of Alaska conducts safety inspections with the two-fold objective of (a) reducing Alaska's CMV-related crashes to below 65 during FY19 and (b) remaining under the CMV Fatality Reduction Goal of 0.114 fatalities/100M total VMT.

Roadside Inspection Program: Roadside inspections target specific high-risk locations, that may include areas prone to CMV crashes, areas with a high density of CMV activity, and rural areas where enforcement is absent. The vast majority of Alaska's road system is in rural areas where there are a limited number of safe roadside inspection locations. The roads connecting Alaska's urban areas and the US/Canada border are largely two-lane undivided highways with few safe pullouts that can accommodate commercial motor vehicles.

Fixed Facility Inspection Program: The State operates and maintains nine fixed inspection/weigh stations where safety inspections are conducted. These facilities are:

- Ester Inspection/Weigh Station, located at MP 351.9 Parks Highway
- Fox Inspection/Weigh Station, located at MP 11.5 Steese Highway
- Glenn Inbound Inspection/Weigh Station, located at MP 10.6 Glenn Highway, Southbound
- Glenn Outbound Inspection/Weigh Station, located at MP 10.6 Glenn Highway, Northbound
- Potter Inspection/Weigh Station, located at MP 114 Seward Highway
- Richardson Inbound Inspection/Weigh Station, located at MP 358.05 Richardson Highway, Westbound
- Richardson Outbound Inspection/Weigh Station, located at MP 358.4 Richardson Highway, Eastbound
- Sterling Inspection/Weigh Station, located at MP 82.5 Sterling Highway
- Tok Inspection/Weigh Station, located at MP 1308 Alaska Highway

While on duty all CVCIs actively scan CMV traffic for both size-and-weight and safety violations. By using carrier ISS scores, electronic scanning where available, inspection records, etc. they also identify those vehicles that are due for

inspections and those that have not been previously inspected within the last twelve months. The CVCIs work primarily at the fixed inspection/weigh stations listed above.

MSCVE has increased its Level I inspection goal to 25% of the overall number of inspections, adjusted its Level III inspection goal to 33% of the overall number of inspections, and increased the number of Level II inspections to account for those to be conducted in conjunction with the PBBT use.

There are 25 CVCI I thru III positions funded in the Division in addition to 1 New Entrant CVCI IV, 1 Chief CVE, 1 Statewide Supervisor, and 3 Area Supervisors for a total of 31 staff positions that could perform NAS inspections. As of June 30, 2018, there were 20 staff members who were certified to perform NAS inspections; of the remaining 11 positions one (Chief CVE) is designated as sworn but not certified and the others were vacant.

Projected Goals for FY 2019

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2019. For FY 2019, 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: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT (MSCVE)

Enter the total number of certified personnel in the Lead agency: 20

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1700	96	0	1796	25.01%
Level 2: Walk-Around	2773	195	0	2968	41.33%
Level 3: Driver-Only	2315	25	30	2370	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	32	8	8	48	0.67%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	6820	324	38	7182	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	2
Enter the total number of inspections projected for FY 2019:	64

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT (MSCVE)					
# certified personnel: 20					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 2					
# projected inspections: 64					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1700	96	0	1796	25.01%
Level 2: Walk-Around	2773	195	0	2968	41.33%
Level 3: Driver-Only	2315	25	30	2370	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	32	8	8	48	0.67%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	6820	324	38	7182	

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.

The Level III inspection goal in FY2018 was 53.94% of the total; at the same time the Level II goal was 27.00%. When determining the inspection level goals for FY2019, the Division realized that the number of Level II inspections completed has routinely exceeded the goal; therefore, it was decided to increase the Level II goal (and accompanying percentage) to more accurately reflect the work actually done. Furthermore, environmental considerations, such as the fact that weather dictates that Level I inspections cannot be conducted throughout the State for extended periods during the year, were taken into account to establish the Level I goal. When ice and snow build up it can create unsafe conditions such as the inability to effectively secure chocks behind CMV wheels. Over the past several years the Division has routinely met and exceeded its Level I inspection goal. MSCVE Performance Based Brake Testers (PBBTs) allow for more Level II inspections to be conducted on the roadside while still checking brakes. MSCVE considered the average amount of time required for a CVCI to complete a Level I inspection and compared that figure with the funding allowed. This assessment resulted in the realignment of goals to 32 Level IIs for an estimated 30 CVCIs.

Part 2 Section 4 - Investigations

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 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.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of 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).

Trend Analysis for 2013 - 2017

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		
10/01/2016	09/30/2017	155	67
10/01/2015	09/30/2016	151	57
10/01/2014	09/30/2015	137	63
10/01/2013	09/30/2014	212	60
10/01/2012	09/30/2013	975	248

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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2016	09/30/2017	6	0
10/01/2015	09/30/2016	8	3
10/01/2014	09/30/2015	3	0
10/01/2013	09/30/2014	8	1
10/01/2012	09/30/2013	56	8

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.

Data extracted from SAFETYNET on 07/11/2018.

Narrative Overview for FY 2019**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](#).

At this time, Commercial Vehicle Compliance Inspectors (CVCIs) in Alaska do not have authority to conduct traffic stops. The Lead Agency will diligently attempt to obtain CMV traffic enforcement data from other agencies throughout the State for reporting purposes.

Projected Goals for FY 2019

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019. 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.

		Enter Projected Goals (Number of Stops only)	
Yes	No	Traffic Enforcement Activities	FY 2019
<input type="radio"/>	<input checked="" type="radio"/>	CMV with Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
7246	0	24	7270	8876

The sum of your planned FY 2019 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2019 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

The Lead Agency will seek to obtain traffic enforcement data from law enforcement agencies throughout the State.

Part 2 Section 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described 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.).

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, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Less Than Full Participation	No

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2019

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Currently Alaska is encountering data quality issues that became apparent during the registration system implementation. Several changes have occurred and affected the data quality, file handling, and processing of the PRISM program. Data Quality fixes include the way the system presently processes transactions, including the nightly transaction file and OOS Alert emails. Additionally, once the suspension and revocation process has been implemented and is working to its fullest capacity, additional improvement will be necessary to automate the process for collecting the data for the PRISM Implementation Status Quarterly Report.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

Due to a lack of funding, MSCVE anticipates taking no action on this project during FY2019. In anticipation of restored funding in the future, the project will be reevaluated in FY2020.

The Lead Agency anticipates that:

- Alaska reaches Level 6 and to ensure that Alaska's PRISM program is in full compliance with the PRISM requirement.
- Quality fixes are processing correctly, and the OOS email files are accurate
- Various programming efforts to monitor, maintain, enhance, and/or increase the efficiency of the service will be performed.
- A T022 baseline will be performed.
- A PRISM Implementation Review request be performed of Alaska's participation level.
- MSCVE does not retrieve suspended plates.

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

Alaska intends to maintain CVISN/ITD Core Compliance.

Alaska intends to achieve full PRISM compliance during the performance period of this grant by working toward the following milestones that are in line with what was requested in the HP-CMV18 application. Alaska is planning on utilizing these funds to complete these benchmarks.

% of Project/ % Complete	Complete? Y/N	Benchmark	Est. Completion
			Act. Completion
20%/		Grant Agreement signed	<u>Oct'18</u>
35%/		Improve Data Integrity and Fix Processing Gaps	<u>Oct'18-Sept'19</u>
45%/		Ensure Registration System Compatibility	<u>Oct'18-Sept'19</u>
55%/		Improved PRISM Environment for Quarterly Status Reporting	<u>Oct'18-Sept'19</u>
65%/		Attend 2019 National PRISM Workshop	<u>Mar'19-Apr'19</u>
75%/		Decouple T022 Files & OOS Alert Email	<u>Apr'19-Sept'19</u>
85%/		PRISM Law Enforcement Training	<u>May'19</u>
100%/		Baselining	<u>Aug'19</u>

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	8	12	8	7	6
CMV Safety Belt Education and Outreach					1
State Trucking Association Meetings	4	2	3	7	13
State-Sponsored Outreach Events				2	3
Local Educational Safety Events	8	5	2	2	3
Teen Safety Events	3	2	5	7	4

Narrative Overview for FY 2019

Performance Objective: To 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 type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.

Carrier safety talks will include topics covering passenger transportation and hazardous materials transportation. MSCVE will attend State Trucking Association meetings in order to ensure continued partnership and will institute a targeted safety belt education and outreach effort. The Division anticipates that 11 personnel will be participating in these efforts.

Projected Goals for FY 2019

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 2019
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0

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.

Approximately 9 safety briefings will take place in FY19. The number of completed safety briefings will be measured against the following quarterly activity goals:

- Quarter 1: 3 Safety Briefings
- Quarter 2: 4 Safety Briefings
- Quarter 3: 1 Safety Briefing
- Quarter 4: 1 Safety Briefing

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

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

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.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Poor	No

Available data sources:

- [FMCSA website SSDQ information](#)

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 2019.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Poor	Good
Crash Accuracy	Good	Good
Crash Consistency	Red Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

A&I Online data snapshot, 06/29/2018; data as of 07/17/2018.

Narrative Overview for FY 2019

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

The State currently has an overall 'Red' rating due to a 'Flag' status from the Crash Consistency category. The 'Flag' may be a result of crash reports taking longer than is expected to be submitted, which would also affect Crash Timeliness (as of July 17, 2018, the 'Red/Poor' is a score of 45%). MSCVE continues to use Alaska's crash repository to identify known missing crash reports toward an increase in crash consistency and timeliness.

All other SSDQ measures currently have a 'Green/Good' rating.

The State will ensure that 100% of all RDRs (DataQs) are resolved within 3-10 business days.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

Efforts to input CMV-related crashes into SAFETYNET in a timely manner will continue to be a focus. Key staff will continue to attend Alaska's Traffic Records Coordinating (ATRC) Committee to address the timeliness, and utilize

Alaska's new crash repository once the records are completely entered into the system.

The Crash Data Repository serves to help MSCVE find crash records and ensure the completeness of those records that have been entered. It does not and cannot directly help improve the Division's reporting timeliness but does assist us to access all the crash reports that are available.

The milestones have been updated and are shown in the new table, inserted.

% Complete	Benchmark	Est. Completion/ Actual Completion
7.5%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Oct '18
15.0%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Nov '18
22.5%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Dec '18
30.0%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Jan '19
40.0%	Attend 2019 CVSA Data Management, Quality & FMCSA Systems Training	Jan '19
47.5%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Feb '19
55.0%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Mar '19
62.5%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Apr '19
70.0%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	May '19
77.5%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Jun '19
85.0%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Jul '19
92.5%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Aug '19
100.0%	Attend TraCS Steering, ATRC, and Information Systems Committee meetings	Sep '19

In regard to activities for improving timeliness and consistency, MSCVE is conducting monthly analyses of crash data to ensure that new crashes are reviewed and input. In addition, Kevin Berry, Data Quality Specialist at A&I was provided data from the state's Crash Data Repository in late September 2018 to help identify any crashes that may be missing.

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

Attendance at the monthly ATRC Committee meetings will be reported quarterly. Attendees at these meetings include representatives from local law enforcement, the Department of Public Safety (Alaska State Troopers), the Department of Transportation & Public Facilities Highway Safety Office, etc.

MSCVE continues to monitor the Critical Analysis Reporting Extract (CARE) system monthly and perform audits of the crash repository.

The Division is unsure as to which SSDQ measurement we should base our plans for the future on: the old data or the new data? According to the new data, we will achieve "Good" status in the 2nd quarter of FY 2019 and have every expectation of remaining there for the foreseeable future.

Part 2 Section 9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that 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 type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" 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 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	20	0	0	0	0
Intrastate	3	0	0	0	0
Total Audits	23	0	0	0	0

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 2019

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

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: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2019

For the purpose of completing the table below:

- **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.).

Projected Goals for FY 2019 - New Entrant Safety Audits		
	FY 2019	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	12	0
# of Safety Audits (Offsite)	12	0
# Group Audits	0	0
TOTAL Safety Audits	24	0
# of Non-Audit Resolutions	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Foreseen challenges or impediments include:

- Filling the position, training the individual and
- Completing the required number of audits for certification with a person certified to conduct safety audits.

Activity Plan: 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.

Within the performance period of the grant, the Lead Agency anticipates one Auditor being fully trained and certified.

1. If necessary, the Auditor will be trained and become certified in General Hazardous Materials (HazMat) inspections as a prerequisite to the New Entrant Safety Audit course.
2. The Auditor will successfully complete the New Entrant Safety Audit course. Following completion of the course, the Auditor will begin conducting Safety Audits in order to attain certification.

Upon successful completion of the New Entrant Safety Audit course, it is anticipated that the Auditor will conduct required audits for certification with FMCSA's Alaska Division Auditor. The Lead Agency's Auditor will be expected to conduct audits throughout Alaska after becoming certified.

In 2017 Alaska successfully recruited for this position; however, the recruit separated from State service. As of June 16, 2018 the position was reclassified as a CVCI IV. The Lead Agency has begun the process to recruit this position and plans to complete it in August 2018 with the intention of sending the individual to the next available New Entrant Safety Audit course. Upon successful completion of that training, the Lead Agency will schedule time to complete the required 24 safety audits for certification with FMCSA's Alaska Division Auditor.

Within the performance period of the grant, the Lead Agency anticipates one Auditor being fully trained and certified.

The Auditor and his/her Supervisor will attend the New Entrant Safety Audit course. Following completion of the course, the Auditor will begin conducting Safety Audits in order to attain certification.

Upon completion of the New Entrant Safety Audit course, it is anticipated that the Auditor and his/her Supervisor will complete shadow training with an experienced Auditor, all or part of which may take place outside of the state of Alaska. The shadow training for the Auditor is not anticipated to exceed four (4) weeks; shadow training for the Supervisor is not anticipated to exceed two (2) weeks.

Following the completion of all training, it is anticipated that the Auditor will begin to conduct safety audits in Alaska during the performance period of this grant.

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.

Progress toward meeting the grant objective will be measured as a percentage of completion.

Part 2 Section 10 - Border Enforcement

The FAST Act affirms that States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2013 - 2017

In the table below, provide the number of inspections conducted in the past 5 years.

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	349	214	388	258	254
Level 2: Walk-Around	298	210	275	135	265
Level 3: Driver-Only	1038	622	647	326	445
Level 4: Special Inspections	49	0	9	0	0
Level 5: Vehicle-Only	31	0	6	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	1765	1046	1325	719	964

Narrative Overview for FY 2019

The State chooses not to engage in border enforcement activities in FY 2019. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

Objective 1: International Motorcoach Inspections - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

Objective 2: High Crash Corridor Enforcement Focused on International Commerce - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far

these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2019

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

Projected Goals for FY 2019 - Border Enforcement		FY 2019
Number of International Commerce Regular CMV		590
Number of International Commerce HM		10
Number of International Commerce Passenger		0
Total International Commerce Inspections		600
Number of Fixed Facility International Inspections		600
Number of Non-Fixed Facility International Inspections		0
Traffic Enforcement		0
Strike Force Activities (CMVs)		0
Strike Force Activities (Passenger CMVs)		0

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

It is anticipated that the Lead Agency (MSCVE) will use FY2018 Border Enforcement grant dollars to fund the activities identified in the FY2019 Border Enforcement Focus Area.

The majority of trucks engaged in international commerce enter or exit the state of Alaska by road at the Alaska/Canada border Tok Port of Entry. Due to this fact, it is anticipated that CVCIs stationed at the Tok Inspection/Weigh Station, located approximately 86.7 miles west of the US Customs border crossing facility on the Alaska Highway, will conduct inspections while looking for carriers engaged in international commerce at the inspection/weigh station.

Activity Plan: Describe the specific activities planned to reach border enforcement goals.

During the performance period of the grant the Lead Agency will work toward achieving the following goals:

- Conduct Border Enforcement inspections at the Tok inspection/weigh station.
- Conduct joint activity with our Canadian counterparts during the 2019 (in Canada) and 2020 (in Alaska) International Roadcheck Weeks.

Anticipated challenges:

- The Tok Inspection/Weigh Station operates primarily on a 24-hour-a-day, 7-day-a-week basis with one officer on duty; frequently, multiple vehicles arrive at the same time, dictating that the on-duty CVCI identify one CMV he or she will interact with rather than holding all of them at the inspection/weigh station, consequently delaying commerce. Since it is not known if a particular CMV is involved in foreign, domestic, or intrastate commerce until a driver interview has been conducted, it is possible that the solitary CVCI will not interact with all CMVs in foreign commerce entering or exiting the State.
- The amount of CMV traffic traveling on the Alaska Highway and, therefore, interacting with the Tok Inspection/Weigh Station is largely dependent on the amount of trade taking place and the general economy.
- A large portion of the CMV traffic crossing the Alaska/Canada border at the Tok Port of Entry consists of those vehicles traveling from one locale in Alaska to another (e.g., from Fairbanks, AK to Haines, AK, which requires

travel through Canada) or between a State in the lower 48 and Alaska. FMCSA's Border Enforcement Program guidelines state: "A shipment that originates in one State in the United States and terminates in another State in the United States is not considered transportation in international commerce, even if part of the transportation occurs in a foreign country." Therefore, a significant number of the CMVs seen at the Tok Inspection/Weigh Station are not considered to be in international commerce.

The Tok Port of Entry meets the requirement of Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings and is identified in the eCVSP as the primary location for Border Enforcement inspections. This is consistent with the previous year's activities with the exception of the International Roadcheck travel to Canada, as it is our turn to travel to Canada in 2019.

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

Progress toward meeting the grant objective will be measured as a percentage of completion.

Inspection Level:	<u>Qtr 1</u>	<u>Qtr 2</u>	<u>Qtr 3</u>	<u>Qtr 4</u>	<u>TOTAL</u>
Level I	10	0	35	35	80
Level II	60	50	50	40	200
Level III	100	100	60	60	320
GRAND TOTAL:					600
HazMat inspections*	3	3	2	2	10

*These counts are included in the 600 total, above.

Inspection Level:	<u>Non-HazMat</u>	<u>HazMat</u>	<u>PVI</u>	<u>TOTAL</u>	<u>%-age of Total</u>
Level I	80	5	0	85	14.2%
Level II	200	5	0	205	34.2%
Level III	310	0	0	310	51.7%
GRAND TOTAL:	590	10	0	600	100.0%

Part 3 - National Emphasis Areas and State Specific Objectives

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 the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

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 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.

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, 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 3 - State Specific Objectives – Past**Instructions:**

Describe any State-specific CMV problems that were addressed with FY2018 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 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 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.**

Anchorage & Surrounding Areas Crash Reduction

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

The goal of this objective was to reduce the number of Federally-reportable CMV-involved crashes in Anchorage & Surrounding Areas by 15% from the three-year average of 54 (FY14,15, and 16) to 46. By using the average of the number of crashes for each of the three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

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

The area including Anchorage and its surrounding areas, as bound by MP 77 Parks Hwy (Willow), MP 62 Glenn Hwy (Sutton), and MP 75 Seward Hwy (Turnagain Pass) had 38 federally-reportable CMV-involved crashes during FY17, thus meeting the established goal.

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

Crash data may be incomplete.

Part 3 Section 4 - State Specific Objectives – Future**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 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 2019. 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.

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 explain 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 2019 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. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 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 an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent 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 insure 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 the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,249,999.00	\$220,415.00	\$1,470,414.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$220,415.00
MOE Baseline:	\$16,766.40

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

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.

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 written justification (15% of MCSAP Award Amount):	\$220,415.00

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
Chief, Commercial Vehicle Enforcement	1	42.0000	\$86,265.50	\$36,231.51	\$30,796.78	\$5,434.73	\$0.00
Statewide Supervisor (CVCI V)	1	50.0000	\$87,153.50	\$43,576.75	\$37,040.24	\$6,536.51	\$0.00
Area Supervisors (CVCI IV)	3	26.0000	\$63,122.00	\$49,235.16	\$41,849.89	\$7,385.27	\$0.00
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)	25	23.0000	\$44,200.00	\$254,150.00	\$216,174.59	\$37,975.41	\$11,200.00
New Entrant CVCI (CVCI IV)	1	70.0000	\$46,461.00	\$32,522.70	\$27,644.30	\$4,878.40	\$0.00
Program Coordinator	1	52.0000	\$70,670.00	\$36,748.40	\$31,236.14	\$5,512.26	\$0.00
Grants Administrator	1	55.0000	\$69,224.00	\$38,073.20	\$32,362.22	\$5,710.98	\$0.00
Research Analyst	1	52.0000	\$44,217.00	\$22,992.84	\$19,543.91	\$3,448.93	\$0.00
Data Processing Manager	1	5.0000	\$93,591.50	\$4,679.57	\$3,977.64	\$701.93	\$0.00
Microcomputer/Network Specialist	1	5.0000	\$60,282.00	\$3,014.10	\$2,561.99	\$452.11	\$0.00
Administrative Support	1	10.0000	\$47,617.00	\$4,761.70	\$4,047.45	\$714.25	\$0.00
Subtotal: Salary				\$525,985.93	\$447,235.15	\$78,750.78	\$11,200.00
Overtime Project Costs							
CVCI Overtime	25	1.0000	\$66,300.00	\$16,575.00	\$14,088.75	\$2,486.25	\$0.00
Subtotal: Overtime				\$16,575.00	\$14,088.75	\$2,486.25	\$0.00
TOTAL: Personnel				\$542,560.93	\$461,323.90	\$81,237.03	\$11,200.00
Accounting Method:	Accrual						

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

Grant funding is requested for Lead Agency staff and Commercial Vehicle Compliance Inspectors (CVCIs) to charge their time while performing various safety enforcement duties and training during the grant-funded period. The total anticipated cost of personnel for this project is **\$542,560.93**. MCSAP Basic-funded payroll overtime is projected to not exceed 15% of the MCSAP Basic award amount. Of this total, funds for overtime costs for CVCIs, planning, IT, and administrative staff are budgeted at **\$16,575.00**.

The **Chief, Commercial Vehicle Enforcement (0.42 FTE)** will spend time on training, educational outreach, enforcement and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, etc.

The **Statewide Supervisor (CVCI V) (0.50 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, etc.

The **Area Supervisors (CVCI IV) (0.26 FTE each)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, etc.

The **Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III) (0.23 FTE each)** will spend time performing various safety enforcement duties, educational outreach, training, and administrative duties such as uploading of data to the MCMIS database, carrier verifications, court appearances for citations, etc.

The **NE Commercial Vehicle Compliance Inspector (CVCI IV) (0.70 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human

resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Program Coordinator (0.52 FTE)** and **Grants Administrator (0.55 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, human resource activities, procurement, financial management, recruitment, MCSAP grant application/eCVSP development, etc.

The **Research Analyst (0.52 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, MCSAP grant application/eCVSP development, etc.

The **Data Processing Manager (0.05 FTE)** and **Microcomputer/Network Technician (0.05 FTE)** will augment and support the supervisory, planning, and administrative staff and the CVCLs. The staff will perform technical and administrative duties including, but not limited to: SAFETYNET database administration and troubleshooting, ASPEN administration and troubleshooting, training in the use of the FMCSA software suite, ensuring that communications (such as Virtual Private Networks (VPNs)) are performing at optimal levels with minimal downtime, procurement and compilation of computer hardware and software used for safety enforcement, and human resource activities.

The **Administrative Support staff (0.10 FTE)** tasks will include administrative duties including, but not limited to, providing MCSAP customer service to industry and the public, complete vouchers, and process payroll.

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided 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 benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

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 each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- 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.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

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

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
Chief, Commercial Vehicle Enforcement	86.0000	42.0000	\$86,265.50	\$31,159.09	\$26,485.22	\$4,673.87	\$0.00
Statewide Supervisor (CVCI V)	86.0000	50.0000	\$87,153.50	\$37,476.00	\$31,854.60	\$5,621.40	\$0.00
Area Supervisors (CVCI IV)	86.0000	26.0000	\$189,366.00	\$42,342.23	\$35,990.90	\$6,351.33	\$0.00
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)	86.0000	23.0000	\$1,105,000.00	\$218,569.00	\$185,783.65	\$32,785.35	\$8,848.00
NE Commercial Vehicle Compliance Inspector (CVCI IV)	86.0000	70.0000	\$46,461.00	\$27,969.52	\$23,774.09	\$4,195.43	\$0.00
Program Coordinator	86.0000	52.0000	\$70,670.00	\$31,603.62	\$26,863.08	\$4,740.54	\$0.00
Grants Administrator	86.0000	55.0000	\$69,224.00	\$32,742.95	\$27,831.51	\$4,911.44	\$0.00
Research Analyst	86.0000	52.0000	\$44,217.00	\$19,773.84	\$16,807.77	\$2,966.07	\$0.00
Data Processing Manager	86.0000	5.0000	\$93,591.50	\$4,024.43	\$3,420.77	\$603.66	\$0.00
Microcomputer/Network Specialist	86.0000	5.0000	\$60,282.00	\$2,592.12	\$2,203.30	\$388.82	\$0.00
Administrative Support	86.0000	10.0000	\$47,617.00	\$4,095.06	\$3,480.80	\$614.26	\$0.00
Fringe for CVCI Overtime	36.0000	1.0000	\$1,657,500.00	\$5,967.00	\$5,071.95	\$895.05	\$0.00
TOTAL: Fringe Benefits				\$458,314.86	\$389,567.64	\$68,747.22	\$8,848.00

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

Grant funding is requested for the Lead Agency staff and CVCIs to charge their associated payroll benefit costs while performing MCSAP-related duties such as, but not limited to: conducting safety enforcement inspections and tasks, training, and administrative duties. The total anticipated cost of fringe benefits for this project is **\$458,314.86**. The specific amount of benefits, insurance, leave taken, and over/under variance, etc. for each staff member (based on exact salary costs) will be included in each voucher. As the State operates on an accrual-based leave system, only actual hours worked on MCSAP-related duties will be charged to the grant.

Fringe Benefits are calculated per employee using the rate approved by the Administrative Services Director and is uniform for all employees charging to the grant.

Per the June 26, 2018 USDOT/FHWA ICAP approval letter, the 86% Fringe Benefits rate is based on the following:

Labor Rates

Effective Period: July 1, 2018 – June 30, 2019

Approved Rates:

86% =

	Regular	Premium
Base Pay	100%	100%
Benefits	45%	38%
Insurance	27%	0%
Leave Taken	17%	0%
Over/Under Variance	-2%	-2%
Total	186%	136%

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, lodging, meals, transportation, registration, 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 §200.474](#).

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
Conference Travel	9	52	100.0000	\$20,153.00	\$17,130.05	\$3,022.95	\$0.00
Training Travel	56	287	100.0000	\$72,170.00	\$61,344.50	\$10,825.50	\$0.00
Routine Travel	3	64	100.0000	\$23,170.00	\$19,694.50	\$3,475.50	\$0.00
TOTAL: Travel				\$115,493.00	\$98,169.05	\$17,323.95	\$0.00

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

The **CONFERENCE TRAVEL** that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

1. 2019 North American Inspectors Competition (NAIC) (Aug 13-17,2019, Pittsburg, PA)

1 person, 6 days, airfare: \$800 **650**; per diem: \$54/day; hotel: \$233/night; ground transportation: \$125

Attendance at this competition increases the Lead Agency's knowledge of the CMV inspection program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2. 2019 CVSA Workshop (Mar 31-Apr 4, 2019, St Louis, MO)

2 people, 5 days, airfare: \$800 **650**/person; per diem: \$64/day; hotel: \$233/night; ground transportation: \$125/person

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

3. 2019 CVSA COHMED Conference (Jan 28-Feb 1, 2019, San Antonio, TX)

1 person, 7 days, airfare: \$800 **650**; per diem: \$64/day; hotel: \$233/night; ground transportation: \$125

Attendance at this conference increases the Lead Agency's knowledge of the Hazardous Materials program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

4. 2019 MCSAP Leadership Conference/Planning Meeting (date & location unknown at this time)

2 people, 5 days, airfare: \$800 **650**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

5. 2019 CVSA Annual Conference & Exhibition (Sep 22-26, 2019, Biloxi, MS)

2 people, 7 days, airfare: \$800 **650**/person; per diem: \$51/day; hotel: \$233/night; ground transportation: \$125/person

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

6. 2019 CVSA Data Management, Quality & FMCSA Systems Training (Jan 28-31, 2019, San Antonio, TX)

1 person, 5 days, airfare: \$800 **650**; per diem: \$64/day; hotel: \$233/night; ground transportation: \$125

Attendance at this conference will increase the Lead Agency's knowledge and understanding of the various FMCSA systems and databases that can be used to improve timely, accurate reporting and, subsequently, improve the State's data quality rating. In addition, the Lead Agency will benefit from the training obtained in daily data management and best practices for improved data quality.

7. Other MCSAP-related Conference Travel (dates & locations unknown at this time)

During the performance period of the grant, the requirement for other MCSAP-related Conference Travel, such as CVSA or FMCSA meetings, that is unknown at this time may arise. Expenses cannot be estimated for such travel at this time; however, this travel is listed without a cost as a way to identify options yet maintain the travel budget as listed. Examples of such conference travel include but are not limited to:

- PBBT Users Forum
- Traffic Records Forum
- ITS America
- National Rural ITS
- CVSA Brake Symposium

ITS America and National Rural ITS have been removed from the narrative. Both the Traffic Records Forum and SQL Database Training have been left in the narrative listing as possible conferences/training the Division may wish to attend during the performance period of this grant. None of these conferences or this training had been included in the budget so no adjustment was necessary.

The **TRAINING TRAVEL** that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

8. North American Standard (NAS) Parts A & B

6 people, 14 days, airfare: \$800 **650**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person

This training will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. If a sufficient number of attendees are committed to this course, it may be offered in-state.

9. General Hazardous Materials

4 people, 6 days, airfare \$800 **650**/person; per diem \$61/day; hotel: \$220/day; ground transportation: \$125/person
This training will instruct CVCIs in inspecting HazMat shipments for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business. If a sufficient number of attendees are committed to this course, it may be offered in-state.

10. Cargo Tank Inspection Training

4 people, 6 days, airfare \$800 **650**/person; per diem \$61/day; hotel: \$220/day; ground transportation: \$125/person
This training will instruct CVCIs in inspecting Cargo Tank motor vehicles transporting hazardous material for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business. If a sufficient number of attendees are committed to this course, it may be offered in-state.

11. Passenger Vehicle Inspection Training

1 person, 5 days, airfare: \$800 **650**; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125
This training will enable CVCIs to complete Level I, II and V inspections on motorcoaches and other commercial passenger-carrying vehicles.

12. 2019 CVCI Annual Training (Anchorage)

30 people (17 traveling), 2 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$200/day

This training is essential in order to provide refresher training to the State's CVCIs and provide them with information

regarding new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the CVCIs to participate in the question and answer sessions and to foster relationships within the cadre.

13. Post Crash Investigation Training (Florida or Nebraska)

2 people, 14 days, airfare: \$800**650**/person; per diem: \$51/day; hotel: \$220/night; ground transportation: \$125/person

The course will provide instruction on the preservation of vital evidence at the crash scene, correctly document the condition of the Commercial Motor Vehicle (CMV) prior to the crash, driver violations, and provide both the knowledge and physical tools to complete the inspection of a CMV involved in an accident. Emphasis will be placed on both vehicle and driver portions of inspections.

14. 2019 PBBT Training/State Inspector Championship (Fairbanks)

32 people (22 traveling), 4 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$200/day

This training is essential in order to provide refresher training to the State's CVCIs in operation of the Performance Based Brake Tester equipment used. Competition to select Alaska's participant in the 2019 North American Inspectors Competition will take place immediately following the PBBT training while all CVCIs are onsite.

15. New Entrant Safety Audit Course

1 person, 14 days, airfare: \$800; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125

~~This course will provide the fundamental training for the New Entrant safety auditor.~~

16. Other MCSAP-related Training Travel (dates & locations unknown at this time)

During the performance period of the grant, other MCSAP-related training needs and opportunities may arise. Expenses cannot be estimated for such travel at this time; however, this travel is listed without a cost as a way to identify options yet maintain the travel budget as listed. Examples of such training travel include but are not limited to:

- Regional HazMat Training
- Other Bulk Packaging/Dangerous Goods
- Electronic Logging Device
- Electronic Mobile Mapping Technology - Roadside Basics
- Inspection Software Programs
- Grant Management/Grant Writing Training
- SQL Database Training
- **New Entrant Safety Audit Course**

During the performance period of this grant, some individuals will be attending more than one training event. For example, while it is anticipated that all CVCIs will attend Annual Training, several CVCIs will also be attending specialized training during the performance period of the grant.

The **ROUTINE TRAVEL** that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

17. MCSAP-related travel that is neither "Conference" nor "Training" travel

These funds will cover MCSAP-related travel by the Lead Agency staff that does not fall under the "Conference" or "Training" travel categories. Such travel will include, but not be limited to: periodic supervisor trips to CVCIs throughout the State to advise on new/changing policies, for recruitment, to respond to requests from other agencies for assistance (crash response, MCSAP activity oversight, etc.), deployments to address safety concerns, to obtain or maintain inspection certification, etc. During the performance of routine travel, Lead Agency staff may utilize the SEF Daily Rental Pool for local transportation. This consists of a small pool of light duty vehicles to be rented out on a short term basis. These vehicles are charged by the day and the daily rate includes all fuel and maintenance costs. SEF keeps daily pool vehicles in more than 30 locations around the state; any state employee is able to use them for state business.

18. US/Canada CVE Outreach & Education

2 people, 5 days, per diem: \$61/day; hotel: \$220/night; SEF: \$500 (budgeted in the "Other" category)

This travel will be used to interact with our Canadian counterparts, participate in joint inspection activity with them, educate the CMV drivers that transit the US-Canada border area on the Alaska Highway, and to focus on international traffic crossing there.

19. Fly-in or drive-to travel throughout Alaska to conduct Audits

Fly-in: 1 person, 6 trips, 4 days/trip, airfare/trip: \$800**650**; per diem: \$60/day; hotel: \$220/night; ground

transportation: \$250 included

The New Entrant Auditor will travel to 6 locations throughout the state that are not accessible by road to conduct Audits.

Drive-to: 1 person, 6 trips, 5 days/trip, SEF/trip: \$300 (budgeted in the "Other" category); per diem: \$60/day; hotel: \$220/night

The New Entrant Auditor will travel to 12 locations throughout the state that are not accessible by road to conduct Audits.

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 threshold amount. See [\\$200.12 Capital assets](#), [\\$200.20 Computing devices](#), [\\$200.48 General purpose equipment](#), [\\$200.58 Information technology systems](#), [\\$200.89 Special purpose equipment](#), and [\\$200.94 Supplies](#).

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 the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

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 [§200.33 Equipment](#). 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. See also [§200.20 Computing devices](#) and [§200.33 Equipment](#).

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
Desktop Computers for Support Staff	4 ea	\$1,750.00	100.0000	\$7,000.00	\$5,950.00	\$1,050.00	\$0.00
Desktop Computers for Inspection/Weigh Stations	3 ea	\$1,500.00	40.0000	\$1,800.00	\$1,530.00	\$270.00	\$0.00
CVCI Laptop Computers	2 ea	\$2,800.00	100.0000	\$5,600.00	\$4,760.00	\$840.00	\$0.00
CVCI Mobile Printer/Scanners	10 ea	\$400.00	50.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
CVCI Inspection Supplies	12 full set	\$750.00	100.0000	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
Office Supplies	1 per year	\$15,080.00	50.0000	\$7,540.00	\$6,409.00	\$1,131.00	\$0.00
CVCI Safety Vests	1 ea	\$1,000.00	50.0000	\$500.00	\$425.00	\$75.00	\$0.00
Inspection/Weigh Station All-in-One Printers	2 ea	\$375.00	50.0000	\$375.00	\$318.75	\$56.25	\$0.00
CVCI Uniforms	6 full set	\$1,802.90	100.0000	\$10,817.40	\$9,194.79	\$1,622.61	\$0.00
IT Support Supplies	1 per year	\$1,001.00	100.0000	\$1,001.00	\$850.85	\$150.15	\$0.00
TOTAL: Supplies				\$45,633.40	\$38,788.39	\$6,845.01	\$0.00

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

Desktop Computers for Support Staff:

These items will be purchased to replace those desktops used by CVCI support staff that are at the end of their service lives.

Desktop Computers for Inspection/Weigh Stations:

These items will be purchased to replace those desktops positioned in the inspection/weigh stations that are at the end of their service lives. MCSAP will pay for 40% of the purchase price for these items; other funding sources will cover the remaining 60%. The remaining expenses will not be counted toward MOE.

CVCI Laptop Computers:

These items will be purchased to replace those laptops used by CVCIs and support staff that are at the end of their service lives.

The desktop computers for the inspection/weigh stations are used to help identify which approaching CMVs to inspect and are, therefore, partially used for the MCSAP inspection program.

The laptop computers for the CVCIs are used strictly in the performance of MCSAP inspections; without the inspection program, there would be no need for these computers.

CVCI Mobile Scanner/Printers:

These items will be purchased to replace those CVCI mobile scanner/printers that are at the end of their service lives. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. The remaining expenses will not be counted toward MOE.

CVCI Inspection Supplies:

This line item includes a full set of all equipment required by a newly-hired CVCI to perform their duties, including: chamber mates, tape measures, flashlights, traffic cones, creepers, chocks, etc. It also includes replacement items required to replenished for incumbent CVCIs each year.

Office Supplies:

Office supplies (paperclips, paper, toner and ink, telecom supplies, etc.) for Lead Agency individuals who are directly responsible for CMV safety enforcement, education, reporting, and data analysis. MCSAP will fund 50% of these expenses with the remaining 50% provided by other funding sources. The remaining expenses will not be counted toward MOE.

CVCI Safety Vests:

CVCIs working in the field need safety vests and external carriers as personal protective equipment. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. The remaining expenses will not be counted toward MOE.

Inspection/Weigh Station All-in-One Printers:

These items will be purchased to replace those printers located at the inspection/weigh stations that are at the end of their service lives. MCSAP will fund 50% of the purchase price with the remaining 50% provided by other funding sources. The remaining expenses will not be counted toward MOE. In the State of Alaska CMV inspections are conducted at the fixed inspection/weigh stations in addition to roadside. The printers located at the fixed inspection/weigh stations are used primarily to print State of Alaska Commercial Vehicle Enforcement Driver/Vehicle Examination Reports (i.e., CMV safety inspections). Therefore, it seems reasonable that 50% of the purchase price for these printers be allocable to MCSAP.

CVCI Uniforms:

This line item includes a full set of all uniform items required by a newly-hired CVCI, including uniform shirts, pants, coveralls, boots, hats, badges, rank identification, cold weather gear, etc. It also includes replacement items required to replenished for incumbent CVCIs each year.

If MSCVE's CVCIs did not conduct MCSAP inspections they would not need to wear uniforms. The purchase of boots, as an exception, is prorated at 50% MCSAP with the remaining 50% provided by other funding sources; these remaining expenses will not be counted toward MOE.

IT Support Supplies:

This line item includes IT materials NOT related to CVIEW or e-Screening devices/projects that support both the CVCIs and the support staff. Such items include but are not limited to: server batteries, replacement laptop batteries, replacement monitors/keyboards/pointing devices, USB data storage devices, cameras, audio/visual equipment, etc.

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 §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) 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 §200.92](#) and [2 CFR §200.330](#)).

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 §200.93](#)).

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.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

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	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SOA Shared Services	EIN 926001185	Contract	100.0000	\$21,238.74	\$18,052.93	\$3,185.81	\$0.00
Description of Services: State of Alaska Department of Administration Shared Services							
TOTAL: Contractual and Subaward				\$21,238.74	\$18,052.93	\$3,185.81	\$0.00

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

State of Alaska Shared Services:

The Shared Services organizational structure provides back-office support for common administrative functions, allowing agencies to focus more closely on core mission responsibilities. Administrative functions are planned to include but not limited to travel, accounts payable, and collections. Shared Services, under Facilities Services, will perform services in support of facilities statewide.

In the past these services were performed in-house; however, they have now been transitioned to another agency who bills us for their services.

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 may include utilities and/or leased equipment, 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 §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. 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 ([2 CFR §200.68](#)).

- **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 claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Other	5.38	\$1,395,344.46	\$75,069.53	\$63,809.10	\$11,260.43
TOTAL: Indirect Costs			\$75,069.53	\$63,809.10	\$11,260.43

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
SEF - Fuel	1 annual expenses	\$7,594.00	100.0000	\$7,594.00	\$6,454.90	\$1,139.10	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	1 annual expenses	\$49,677.00	100.0000	\$49,677.00	\$42,225.45	\$7,451.55	\$0.00
CVSA Decals	1 annual expenses	\$1,600.00	100.0000	\$1,600.00	\$1,360.00	\$240.00	\$0.00
Professional Memberships (CVSA, NORPASS, etc.)	1 ea	\$22,800.00	100.0000	\$22,800.00	\$19,380.00	\$3,420.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, VPN, etc.)	1 annual expenses	\$30,000.00	100.0000	\$30,000.00	\$25,500.00	\$4,500.00	\$0.00
Conference Room Rental	6 days	\$900.00	100.0000	\$5,400.00	\$4,590.00	\$810.00	\$0.00
Out-of- Service Criteria Books (shipping included)	32 ea	\$42.00	100.0000	\$1,344.00	\$1,142.40	\$201.60	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	30 ea	\$27.70	100.0000	\$831.00	\$706.35	\$124.65	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	30 ea	\$30.25	100.0000	\$907.50	\$771.38	\$136.12	\$0.00
Conference Registration Fees	6 ea	\$550.00	100.0000	\$3,300.00	\$2,805.00	\$495.00	\$0.00
Legal Services	1 annual expenses	\$10,000.00	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Other Expenses	1 annual expenses	\$10,000.00	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Software Licensing & Maintenance	1 annual expenses	\$3,000.00	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Wheel Load Scale Calibration	30 pair	\$170.00	100.0000	\$5,100.00	\$4,335.00	\$765.00	\$0.00
Inspection/Weigh Station Building Maintenance	1 annual expense	\$5,000.00	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00

Inspection/Weigh Station Building Security	1 system	\$10,000.00	50.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
OIT Billing	1 annual	\$50,550.00	100.0000	\$50,550.00	\$42,967.50	\$7,582.50	\$0.00
TOTAL: Other Costs				\$212,103.50	\$180,287.98	\$31,815.52	\$0.00

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

SEF

These expenses will be prorated appropriately in support of MCSAP-related activities. The remaining expenses will not be counted toward MOE.

SEF - Fuel:

Each vehicle is issued a credit card for which to purchase fuel, oil, washer fluid, etc. SEF reconciles all costs, per vehicle, for billing purposes.

SEF - Vehicle Fleet Costs (Operation & Maintenance):

Operating Rate: A constant monthly rate paid for the routine maintenance costs of an asset. Operating rates are computed individually for each piece of equipment. They are an average of the routine maintenance costs of that piece of equipment for the last three years. Equipment or vehicles in service less than one year pay an average operating rate based on other vehicles of the same class. Operating rates are computed each year using the average costs.

Allowed charges: Many State agencies are reimbursed for their costs by the Federal government. A strict set of guidelines has been established regarding what vehicle costs are able to be charged to the Federal government. All operating or maintenance costs can be charged, but only a portion of the replacement charges are eligible for Federal reimbursement. SEF identifies, for each asset, the amount of the replacement rate that is allowed, or eligible **for reimbursement**. These amounts are displayed on the monthly bill for each asset. The allowed portion of the replacement rate is also known as the Federal Fixed Fee.

Maintenance Costs: SEF applies costs according to the amount of time spent servicing an asset and the cost of parts and supplies (commodities). Labor is charged at an hourly rate which varies across the state based on the SEF district performing the work. Parts costs are applied at a marked up cost; the markup percentage also varies based on the SEF district. All maintenance charges include a commodities charge for supplies, environmental disposal fees, etc. Examples of parts and supplies include, but is not limited to: tires, wiper blades, brake fluid, transmission, fluid, etc.

Billable Services: SEF Maintenance costs that are directly billable to the user. This would include special non-routine service and repair costs for structural/mechanical damage. These costs are not factored in to the calculation of operating rates.

SEF Costs

The State Equipment Fleet (SEF) is responsible for procuring, maintaining, and disposing of vehicles and equipment owned and operated by the State of Alaska. The SEF Headquarters office in Anchorage provides procurement, fuel billing, and support services. All vehicles used for MCSAP-related duties have four categories of usage that are voucherized to FMCSA.

CVSA Decals:

The Division will purchase CVSA decals to be affixed upon successful completion of Level I inspections during FY19. The budgeted amount includes estimated shipping costs.

Professional Memberships (CVSA, NORPASS, etc.):

Continued membership in CVSA allows the Lead Agency to keep up to date in the pursuit of uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America and the promotion of commercial motor vehicle safety and security.

Continued membership in the North American Preclearance and Safety System (NORPASS) allows Alaska-based carriers that have safe and legal participating commercial vehicles to bypass weigh stations within the state and other member states.

Communications (landlines, wireless, data/networks, aircards, desk phones, VPNs, etc.)

EPR-Telecommunications Services:

This expense covers basic telephone service; network services for transmission of voice and data between State

offices; support of radio and paging facilities; and repair and maintenance of radio and telephone equipment used by Lead Agency personnel when performing their MCSAP duties.

EPR Computer Services:

~~This expense covers charges for data processing, storage, printing and programming as used by Lead Agency personnel in the performance of their MCSAP duties.~~

Conference Room Rental:

Throughout FY19 the Lead Agency anticipates hosting or conducting approximately 2 training sessions in the State. Each of these courses will be attended by between 15 and 30 people and last 2 days each. The Lead Agency's own conference room is insufficient in size for such sessions; therefore, MSCVE anticipates renting conference space at local facilities. At an average price of \$900 per day, including the facility and necessary equipment, the estimated cost of 6 days' of rental for this purpose is \$5,400.

Out-of-Service Criteria Books:

These books, published annually by CVSA, contain up-to-date out-of-service criteria for commercial vehicle drivers and vehicles.

Federal Motor Carrier Safety Regulations:

These books, published annually, contain up-to-date Federal Motor Carrier Safety Regulations for commercial vehicle drivers, vehicles, and carriers.

HazMat 49 CFR 100-185 Books:

These books, published annually, contain up-to-date HazMat violation criteria for commercial vehicle drivers and vehicles.

Conference Registration Fees:

Registration fees for MCSAP-related conferences such as the 2019 CVSA COHMED Conference, the 2019 CVSA Workshop, etc. average \$550 per person per conference.

Legal Services:

This funding will pay for services performed by the State of Alaska Department of Law in regard to review and approval of the MCSAP-required Annual Certification of Compatibility and the review of any new regulations established/changed as a result of that review.

Other Expenses:

This line item includes such expenses as printing, copying, freight costs, postage, copy machine/printer leasing and service costs, non-SEF fuel, public education and outreach presentation equipment (excludes promotional materials), leasing/laundering of CVCI coveralls, etc. All items are necessary expenses in support of the State's MCSAP program.

Software Licensing & Maintenance:

This expense includes 50% of the renewal license cost for both Network Monitoring & Compliance software (which helps ensure that these critical systems are always available for data acquisition, storage, and analysis) and Virtualization Infrastructure software (which provides the virtual server infrastructure for all critical MSCVE services including Microsoft Windows Servers running SAFETYNET, safety/enforcement databases, TraCS citation repositories and data exchange interfaces, ensuring that these data exchange interfaces are available at all times). This expense also includes payment for software used in the day-to-day MCSAP activities of the Division such as the Microsoft Enterprise Suite and the State's accounting software suite, and for the encryption software deployed in the CVCI laptops. MCSAP will fund 50% of these expenses with the remaining 50% provided by other funding sources. The remaining expenses will not be counted toward MOE.

The \$3,000.00 shown in the budget table, above, represents 100% of the MCSAP19 funding that the Division anticipates spending for software licensing and maintenance during the performance period of this grant. 50% of the renewal cost for the Backup & Recovery software will be paid from this amount. The remaining funds will be used to pay for a portion of the cost of other software licenses and maintenance mentioned in the narrative; the amount paid for from MCSAP19 for each item will be prorated according to the anticipated percentage of dedication to MCSAP eligible activities.

Wheel Load Scale Calibration:

This expense will cover the cost of calibrating the portable wheel load scales used by the CVCI during MCSAP-related activities.

Every time MSCVE uses any of these 30 pairs of wheel load scales a CMV inspection will be conducted.

Inspection/Weigh Station Building Maintenance:

Many of the fixed Inspection/Weigh Stations throughout the State are in excess of 20 years old and are in need of upkeep such as flooring replacement, new countertops, painting, door and/or window repair or replacement, etc. Due to the wide variety of materials and labor needed at each site, the Division is budgeting a flat cost of \$10,000 to cover these expenses for the duration of this grant performance period. The anticipated repairs should increase the efficiency and productivity of the CVCIs stationed at the Inspection/Weigh Stations. No site will have new construction or additions to the structure. Only maintenance or replacement of current facility inventory will be done.

Inspection/Weigh Station Building Security:

This line item will cover the purchase and installation of security cameras and associated hardware and software at Inspection/Weigh Stations. Security cameras are necessary in order to ensure the safety and security of both the personnel and equipment located at the Inspection/Weigh Stations located throughout the State. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. The remaining expenses will not be counted toward MOE.

It is important to note that two of those (the Richardson Inbound I/WS, located at MP 358.05 Richardson Hwy and the Tok I/WS, located at MP1308 Alaska Hwy) have enclosed facilities that are used exclusively for the inspection of CMVs, thus utilized at 100% for MCSAP activities. A major proportion of the CMV inspections are conducted at the remaining facilities, including the busiest one at the Glenn Outbound I/WS, MP 10.6 Glenn Hwy, which do not have dedicated separate inspection facilities. Each of those sites lacking enclosed inspection facilities are utilized for at least 50% of MCSAP activities.

The funds requested will be used to upgrade and/or replace the security systems currently installed at the inspection/weigh stations that are nearing the end of their serviceable lives.

OIT Billing:

Office of Information Technology bills: EPR-Telecommunications Services, EPR-Computer Services, VPN, software licensing & maintenance, etc.

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			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,249,999.00	\$220,415.00	\$1,470,414.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$220,415.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Chief, Commercial Vehicle Enforcement	\$30,796.78	\$5,434.73	\$36,231.51	\$0.00
Statewide Supervisor (CVCI V)	\$37,040.24	\$6,536.51	\$43,576.75	\$0.00
Area Supervisors (CVCI IV)	\$41,849.89	\$7,385.27	\$49,235.16	\$0.00
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)	\$216,174.59	\$37,975.41	\$254,150.00	\$11,200.00
New Entrant CVCI (CVCI IV)	\$27,644.30	\$4,878.40	\$32,522.70	\$0.00
Program Coordinator	\$31,236.14	\$5,512.26	\$36,748.40	\$0.00
Grants Administrator	\$32,362.22	\$5,710.98	\$38,073.20	\$0.00
Research Analyst	\$19,543.91	\$3,448.93	\$22,992.84	\$0.00
Data Processing Manager	\$3,977.64	\$701.93	\$4,679.57	\$0.00
Microcomputer/Network Specialist	\$2,561.99	\$452.11	\$3,014.10	\$0.00
Administrative Support	\$4,047.45	\$714.25	\$4,761.70	\$0.00
Salary Subtotal	\$447,235.15	\$78,750.78	\$525,985.93	\$11,200.00
CVCI Overtime	\$14,088.75	\$2,486.25	\$16,575.00	\$0.00
Overtime subtotal	\$14,088.75	\$2,486.25	\$16,575.00	\$0.00
Personnel total	\$461,323.90	\$81,237.03	\$542,560.93	\$11,200.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Chief, Commercial Vehicle Enforcement	\$26,485.22	\$4,673.87	\$31,159.09	\$0.00
Statewide Supervisor (CVCI V)	\$31,854.60	\$5,621.40	\$37,476.00	\$0.00
Area Supervisors (CVCI IV)	\$35,990.90	\$6,351.33	\$42,342.23	\$0.00
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)	\$185,783.65	\$32,785.35	\$218,569.00	\$8,848.00
NE Commercial Vehicle Compliance Inspector (CVCI IV)	\$23,774.09	\$4,195.43	\$27,969.52	\$0.00
Program Coordinator	\$26,863.08	\$4,740.54	\$31,603.62	\$0.00
Grants Administrator	\$27,831.51	\$4,911.44	\$32,742.95	\$0.00
Research Analyst	\$16,807.77	\$2,966.07	\$19,773.84	\$0.00
Data Processing Manager	\$3,420.77	\$603.66	\$4,024.43	\$0.00
Microcomputer/Network Specialist	\$2,203.30	\$388.82	\$2,592.12	\$0.00
Administrative Support	\$3,480.80	\$614.26	\$4,095.06	\$0.00
Fringe for CVCI Overtime	\$5,071.95	\$895.05	\$5,967.00	\$0.00
Fringe Benefits total	\$389,567.64	\$68,747.22	\$458,314.86	\$8,848.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Travel	\$17,130.05	\$3,022.95	\$20,153.00	\$0.00
Training Travel	\$61,344.50	\$10,825.50	\$72,170.00	\$0.00
Routine Travel	\$19,694.50	\$3,475.50	\$23,170.00	\$0.00
Travel total	\$98,169.05	\$17,323.95	\$115,493.00	\$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
Desktop Computers for Support Staff	\$5,950.00	\$1,050.00	\$7,000.00	\$0.00
Desktop Computers for Inspection/Weigh Stations	\$1,530.00	\$270.00	\$1,800.00	\$0.00
CVCI Laptop Computers	\$4,760.00	\$840.00	\$5,600.00	\$0.00
CVCI Mobile Printer/Scanners	\$1,700.00	\$300.00	\$2,000.00	\$0.00
CVCI Inspection Supplies	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
Office Supplies	\$6,409.00	\$1,131.00	\$7,540.00	\$0.00
CVCI Safety Vests	\$425.00	\$75.00	\$500.00	\$0.00
Inspection/Weigh Station All-in-One Printers	\$318.75	\$56.25	\$375.00	\$0.00
CVCI Uniforms	\$9,194.79	\$1,622.61	\$10,817.40	\$0.00
IT Support Supplies	\$850.85	\$150.15	\$1,001.00	\$0.00
Supplies total	\$38,788.39	\$6,845.01	\$45,633.40	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SOA Shared Services	\$18,052.93	\$3,185.81	\$21,238.74	\$0.00
Contractual and Subaward total	\$18,052.93	\$3,185.81	\$21,238.74	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SEF - Fuel	\$6,454.90	\$1,139.10	\$7,594.00	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	\$42,225.45	\$7,451.55	\$49,677.00	\$0.00
CVSA Decals	\$1,360.00	\$240.00	\$1,600.00	\$0.00
Professional Memberships (CVSA, NORPASS, etc.)	\$19,380.00	\$3,420.00	\$22,800.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, VPN, etc.)	\$25,500.00	\$4,500.00	\$30,000.00	\$0.00
Conference Room Rental	\$4,590.00	\$810.00	\$5,400.00	\$0.00
Out-of-Service Criteria Books (shipping included)	\$1,142.40	\$201.60	\$1,344.00	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	\$706.35	\$124.65	\$831.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	\$771.38	\$136.12	\$907.50	\$0.00
Conference Registration Fees	\$2,805.00	\$495.00	\$3,300.00	\$0.00
Legal Services	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Other Expenses	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Software Licensing & Maintenance	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Wheel Load Scale Calibration	\$4,335.00	\$765.00	\$5,100.00	\$0.00
Inspection/Weigh Station Building Maintenance	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Inspection/Weigh Station Building Security	\$4,250.00	\$750.00	\$5,000.00	\$0.00
OIT Billing	\$42,967.50	\$7,582.50	\$50,550.00	\$0.00
Other Costs total	\$180,287.98	\$31,815.52	\$212,103.50	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,186,189.89	\$209,154.54	\$1,395,344.43	\$20,048.00
Indirect Costs	\$63,809.10	\$11,260.43	\$75,069.53	NA
Total Costs Budgeted	\$1,249,998.99	\$220,414.97	\$1,470,413.96	\$20,048.00

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			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,249,999.00	\$220,415.00	\$1,470,414.00

Summary of MCSAP Funding Limitations		
Allowable amount for Overtime without written justification (15% of Basic Award Amount):		\$220,415.00
MOE Baseline:		\$16,766.40

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$447,235.15	\$78,750.78	\$525,985.93	\$11,200.00
Overtime Subtotal	\$14,088.75	\$2,486.25	\$16,575.00	\$0.00
Personnel Total	\$461,323.90	\$81,237.03	\$542,560.93	\$11,200.00
Fringe Benefits Total	\$389,567.64	\$68,747.22	\$458,314.86	\$8,848.00
Travel Total	\$98,169.05	\$17,323.95	\$115,493.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$38,788.39	\$6,845.01	\$45,633.40	\$0.00
Contractual and Subaward Total	\$18,052.93	\$3,185.81	\$21,238.74	\$0.00
Other Costs Total	\$180,287.98	\$31,815.52	\$212,103.50	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,186,189.89	\$209,154.54	\$1,395,344.43	\$20,048.00
Indirect Costs	\$63,809.10	\$11,260.43	\$75,069.53	NA
Total Costs Budgeted	\$1,249,998.99	\$220,414.97	\$1,470,413.96	\$20,048.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to 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.

Part 5 Section 1 - 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? Daniel V. Smith
2. What is this person's title? Division Director
3. Who is your Governor's highway safety representative? Tammy Kramer
4. What is this person's title? Governor's Highway Safety Representative

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

Yes
 Yes, uploaded certification document
 No

State Certification declaration:

I, Daniel V. Smith, Division Director, on behalf of the State of ALASKA, 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.

The exceptions that exist are: * Alaska does not perform the established 2004/2005 levels of effort as prescribed in Part 2-Crash Reduction and National Program Elements, 5-Traffic Enforcement section of the eCVSP. * The lead MCSAP agency does not conduct traffic enforcement, to include comprehensive and high visibility traffic enforcement, removing impaired drivers, drug interdiction, and criminal interdiction activities related to human trafficking. These activities are performed by the Department of Public Safety. * Alaska does not perform Compliance Reviews. //// The Electronic Logging Device (ELD) regulations in 49 CFR 395 that were not adopted, specifically 49 CFR 395.11, 395.20-.38, was an oversight that wasn't caught during the legal review or public comment period. An open file request was submitted on February 5, 2019 to the Department of Law and the file was opened February 8, 2019. Draft documents amend the adopted hours of service regulations to incorporate the additional ELD regulations highlighted in the January 29, 2019 letter to Commissioner MacKinnon. To address the incompatibility identified on page two of the letter, Alaska will pursue a variance from the FMCSRs for regulations governing intrastate motor carriers, CMV drivers, and CMVs that are not subject to Federal jurisdiction, as detailed in 49 CFR 350.341(a). //// MSCVC has initiated the public process to make the necessary changes to the existing regulations, including legal review and public comment period. The Department of Law anticipates having a signed adoption order for the proposed changes to 49 CFR 395 within nine months.

Part 5 Section 2 - 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? Daniel V. Smith
2. What is the title of your certifying State official? Director, MSCVE
3. What are the phone # and email address of your State official? (907)365-1210 dan.smith1@alaska.gov

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

Yes
 Yes, uploaded certification document
 No

I, Daniel V. Smith, certify that the State 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.

A regulation package is presently being reviewed by the State Department of Law. Please note that a signed hard copy of the Annual Certification of Compatibility has been included as an attachment to this submission.

Part 5 Section 3 - 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

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

Yes No

Annual Certification of Compatibility

In accordance with 49 CFR, Part 350.331(c) and Part 355, as Director for the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement, I do hereby certify the Alaska laws are compatible and enforceable with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSRs) and the Federal Hazardous Material Regulations (FHMRs) as follows:

INTERSTATE MOTOR CARRIERS

Alaska commercial vehicle enforcement laws and regulations are compatible with the Federal Motor Carrier Safety Regulations. Alaska has adopted 49 CFR, Parts 107, 171, 172, 173, 177, 178, 180, 385, 387, 390, 391, 392, 393, 395 (with exceptions), 396, 397, and 399, updated in October 2014.

INTRASTATE MOTOR CARRIERS

Under 17 AAC Chapter 25, ‘interstate’ and ‘intrastate’ have the same meaning, with exceptions, for the purposes of Alaska adoption of the FMCSRs under 17 AAC 25.200 and 25.210.

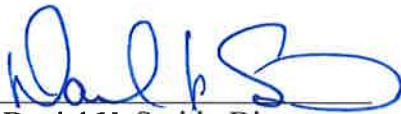
During the annual review, the Department of Transportation and Public Facilities identified the following incompatibilities:

1. 17 AAC 25.210(09) includes language inconsistent with 49 C.F.R. 393.60(e). 17 AAC 25.210(09) reads, “. . . devices may be mounted . . .,” and 49 C.F.R. 393.60(e) reads “. . . devices must not be mounted. . .”
2. The definition of “commercial motor vehicle in 17 AAC 25.210 (j)(4), 17 AAC 25.220(c)(4) , 17 AAC 25.250, and AS 19.10.399 differs from the meaning of commercial motor vehicle in 49 C.F.R. 390.5.

Amendment of these regulations in order to remain within compliance is anticipated to occur December 31, 2018.

Amendment of the statutes in order to remain within compliance is anticipated to occur December 31, 2019.

Signature



Daniel V. Smith, Director

Date

07/31/2018



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

June 26, 2018

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
ADMS 34-1

Ms. Sunny Haight
Acting Director, Administrative Services Division
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
Juneau, Alaska 99811-2500

Dear Ms. Haight:

We have reviewed the Department of Transportation and Public Facilities (DOT&PF) labor rate and indirect cost rate proposals for State Fiscal Year 2019 submitted with your March 29, 2018 letter. The rates have been reviewed by the DOT&PF Chief of Internal Review and found to be compliant with applicable Federal regulations. We approve the DOT&PF calculated rates for the period of July 1, 2018 to June 30, 2019.

An agreement has been prepared to document the approved indirect cost and labor rates for use on Federal projects; two signed originals are enclosed. Please sign both agreement forms and return one executed original to our office.

If there are any questions, please contact Kathleen Graber, Assistant Division Administrator, at 907-586-7421.

Sincerely,

Sandra A. Garcia-Aline
Division Administrator

Enclosure: ICAP Labor Rate Agreement

cc: Marc Luiken, Commissioner, DOT&PF
Roger Baines, Finance Officer, DOT&PF
Geri Henricksen, Revenue Chief, DOT&PF
Lee Ellenburg, Internal Review Chief, DOT&PF
Byron Huffman, Airports Division Manager, Federal Aviation Administration

**INDIRECT COST AND LABOR RATE NEGOTIATION
AGREEMENT BETWEEN THE ALASKA DEPARTMENT OF TRANSPORTATION
AND THE FEDERAL HIGHWAY ADMINISTRATION, ALASKA DIVISION**

This agreement is made and entered into by the State of Alaska by and through its Department of Transportation (DOT&PF) and the United States Government, by and through its Department of Transportation, Federal Highway Administration (FHWA). The indirect cost rates and labor rates contained herein are for use on grants and contracts with the Federal Government to which 2 CFR 200 applies, subject to the limitations contained in Section III.A of this agreement. The rates were negotiated by DOT&PF and FHWA in accordance with the authority contained in 2 CFR 200, Subpart F, Appendix VII.

Section I: Indirect Cost Rates

Type: Fixed Rate with Carry Forward Adjustment
Effective Period: July 1, 2018 – June 30, 2019

Approved Rates:

Federal Highway Projects	3.83%
Federal Airport Projects	3.66%
Public Facilities	0.61%
Other Capital Improvement Projects	1.96%

Base: Total Direct Costs

Applicable To: All programs not specifically exempted, limited by law, or otherwise not applicable because special operating factors necessitate special indirect cost rates.

Section II: Labor Rates

Effective Period: July 1, 2018 – June 30, 2019

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	45%	38%
Insurance	27%	0%
Leave Taken	17%	0%
Over/Under Variance	-2%	-2%
Total	186%	136%

Applicable To: All programs not specifically exempted by law

Section III: General

A. Limitations

- a. The rates contained in this agreement are subject to any statutory or administrative limitations and are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of these rates is predicated on the condition that the information provided

by the DOT&PF which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rates will be subject to renegotiation at the discretion of the FHWA.

- b. Acceptance of the indirect cost rates is also predicated on these conditions:
 - (1) only costs incurred by the DOT&PF were included in its indirect cost pool as finally accepted: such costs are legal obligations of the DOT&PF, and are allowable under the allowable governing cost principles;
 - (2) the same costs that have been treated as indirect costs are not claimed as direct costs;
 - (3) similar types of costs have been accorded consistent accounting treatment;
 - (4) the state's portion of funded projects are not included in the cost pool, and
 - (5) when the actual costs for this period are determined, an adjustment will be made to the rates for the subsequent State Fiscal Years to compensate for the difference between the costs used to establish the fixed rates and actual costs.

B. Accounting Changes

This agreement is based on the accounting system to be in effect during the agreement period. Changes in the method of accounting for costs that affect the amount of reimbursement resulting from the use of these rates require prior concurrence of FHWA. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain concurrence may result in cost disallowances.

C. Use by Other Federal Agencies

The rates in this Agreement were approved in accordance with the authority in 2 CFR 200, and should be applied to grants, contracts, and other agreements covered by this regulation, subject to any limitations in Section III.A above. Copies of this document may be provided to other Federal Agencies as a means of notifying them of this agreement.

D. Other

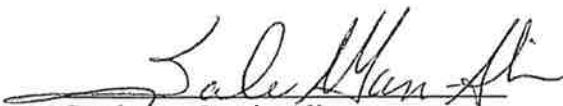
If any Federal contract, grant, or other agreement is reimbursing indirect costs by means other than the approved rates in this agreement, DOT&PF shall notify FHWA.

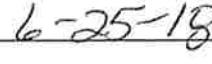
State of Alaska
DOT&PF

Sunny Haight, Acting Director
Administrative Services Division

Date

U. S. Department of Transportation
Federal Highway Administration


Sandra A. Garcia-Aline
Division Administrator



Date



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

January 29, 2019

Mr. John MacKinnon
Commissioner
Alaska Department of Transportation & Public Facilities
3132 Channel Drive
P.O. Box 112500
Juneau, AK 99811-2500

Dear Commissioner MacKinnon:

On December 16, 2015, the Federal Motor Carrier Safety Administration (FMCSA) amended the Federal Motor Carrier Safety Regulations (FMCSR) to establish minimum performance and design standards for electronic logging devices (ELDs). The final rule had a 2-year delayed compliance date for some provisions but became legally effective February 16, 2016. As part of the final rule, requirements for the mandatory use of ELDs were established for drivers required to prepare hours of service (HOS) records of duty status. Requirements concerning HOS supporting documents and measures to address concerns about harassment resulting from the mandatory use of ELDs were also established.

In a letter dated August 10, 2018, FMCSA notified then Commissioner Marc Luiken that, to maintain eligibility to receive Motor Carrier Safety Assistance Program (MCSAP) grant funding, States are required to adopt laws or regulations that are compatible with the final rule, including the ELD requirements in 49 CFR part 395. This adoption must occur no later than 3 years from the effective date of the final rule, which is February 16, 2019.

FMCSA is aware that the State of Alaska recently modified its motor carrier safety regulations effective December 6, 2018. However, the recent changes to the State's commercial motor vehicle (CMV) safety regulations did not fully adopt the ELD requirements, and they include an incompatible intrastate HOS exemption. The areas of incompatibility are noted below:

1. The State, in 17 AAC section 25.220(a), only adopted 49 CFR sections 395.1, 395.2, 395.8, 395.13 (with revisions), and 395.15.
 - a. The supporting documents requirements in 49 CFR section 395.11 and the ELD requirements in 49 CFR sections 395.20 through 395.38 were not adopted in the revised Alaska CMV regulations.

The State created a new intrastate HOS exemption for certain drivers (i.e., drivers with primary employment duties that involve maintaining the Trans-Alaska Pipeline System and

operation of CMVs that is incidental to those duties) when the conditions provided in 17 AAC section 25.220(d) are met. However, certain provisions of this exemption are not compatible with the FMCSR:

- a. 17 AAC section 25.220(d)(3) provides that a driver utilizing the new Alaska intrastate HOS exemption may not drive more than 15 hours in a 24-hour period. However, 49 CFR section 395.1(h)(1)(i) allows drivers of CMVs in Alaska to drive not more than 15 hours following 10 consecutive hours off-duty. As a result of Alaska's omission of the 10 consecutive hours off-duty requirement, the State's intrastate HOS exemption is not compatible.
- b. 17 AAC section 25.220(d)(4) provides that a driver utilizing the new Alaska intrastate HOS exemption may not drive after accumulating 168 on-duty hours in 14 consecutive days. This provision is not compatible with 49 CFR section 395.1(h)(1)(iii) which prohibits a driver in Alaska from driving after having been on duty for 70 hours in any period of 7 consecutive days, if the motor carrier for which the driver drives does not operate every day in the week. It is also not compatible with section 395.1(h)(1)(iv) which prohibits a driver in Alaska from driving after having been on duty for 80 hours in any period of 8 consecutive days, if the motor carrier for which the driver drives operates every day in the week. The MCSAP tolerance guidelines provided in section 350.341 do not provide for additional intrastate HOS tolerances outside of those specifically provided in section 395.1(h)(1) for property-carrying CMVs in Alaska.

Each year, FMCSA evaluates the Commercial Vehicle Safety Plans (CVSP) submitted by States to assess eligibility for funding under MCSAP. In the review of Alaska's fiscal year (FY) 2019 CVSP, the need to adopt the ELD requirements as well as other compliance concerns were noted. Alaska's FY 2019 CVSP must be revised to provide additional information (e.g., specific timelines, milestones, etc.) explaining how the State plans to meet the requirements regarding the adoption of compatible ELD regulations and the plan to eliminate the noted incompatibilities. Please note that failure to address the areas identified in this correspondence may jeopardize your State's MCSAP eligibility. Therefore, we request that the revised CVSP be provided to FMCSA no later than February 28, 2019.

Should you need additional information or assistance, please contact Thomas Liberatore, Chief, State Programs Division at (202) 366-3030 or by e-mail at Thomas.Liberatore@dot.gov.

Sincerely,



William A. Quade
Associate Administrator for Enforcement

cc: Scott Hernandez, Regional Field Administrator, Western Service Center
Tom Keane, Director, Office of Safety Programs
Tracey Lewellyn, Alaska Division Administrator