



## **DISTRICT OF COLUMBIA**

### ***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.*

The District of Columbia's Motor Carrier Safety Assistance Program's mission at the Metropolitan Police Department (MPD) is aimed at enhancing highway safety by preventing Commercial Motor Vehicle (CMV) related crashes and ensuring safe, secure transportation of people and property by CMVs on highways.

MPD manages its regular law enforcement duties in the District of Columbia. However, MPD is committed to achieving a set goal to reduce large truck and bus-related crashes and fatalities by 2% compared to the previous year. From the District Department of Transportation (DDOT) and Howard University's Traffic Safety Statistics Report, an average of 3 fatalities per year was identified between 2015 and 2017 in the District of Columbia (DC). Therefore, the District plans to reduce that number by approximately 70% (2 fatalities) for the next fiscal year.

From previous years, the fatality rate in the District has been consistently low. However, it is important to note that MPD will continue to work on reducing fatalities and their possible causes in the hope of producing meaningful and measurable results. Thus, activities such as strike forces, and other motorcoach safety initiatives such as Out-Of-Service (OOS) orders will be implemented.

### 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.*

The Metropolitan Police Department is the state agency in charge of enforcing Motor Carrier Safety laws and regulations in the District of Columbia. In addition to the laws pertaining to commercial vehicle safety, hazardous materials, the Controlled Substances Act and selected portions of the Criminal Code, MPD's Motor Carrier Safety Unit (MCSU) also enforces laws and regulations governing registration, tax compliance, size and weight, and over-dimensional loads. The District will collaborate with the Federal Motor Carrier Safety Administration (FMCSA) in the enforcement of federal requirements pertaining to registration and financial responsibility.

The District of Columbia's 2019 Commercial Vehicle Safety Plan (CVSP) is structured in accordance with Section 350.211(a) (2) of the Federal Motor Carrier Safety Regulations and FMCSA planning memorandum for FY19. Table 1 presents the participating agencies and number of personnel supporting the MCSAP program.

**Table 1: Participating agencies and number of personnel supporting the program**

Participating Agency	# Certified CMV Inspectors (non-sworn)	# Certified CMV Officers (sworn)	# Sworn Officers supported by MCSAP funds
Metropolitan Police Department - MCSU	7	1	8

**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:	DC METROPOLITAN POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	8
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	7
Traffic Enforcement Activities	7
Investigations*	0
Public Education and Awareness	7
Data Collection and Reporting	7
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

## 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:** Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2016	09/30/2017	2	2	2
10/01/2015	09/30/2016	0	2	0
10/01/2014	09/30/2015	3	2	3
10/01/2013	09/30/2014	4	2	4
10/01/2012	09/30/2013	7	2	7



**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			
10/01/2016	09/30/2017	0	0	0
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	0	0	0
10/01/2013	09/30/2014	0	0	0
10/01/2012	09/30/2013	0	0	0

## 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 # Fatal Crashes

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			
10/01/2016	09/30/2017	0	0	0
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	0	0	0
10/01/2013	09/30/2014	0	0	0
10/01/2012	09/30/2013	0	0	0

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

Traffic Safety Statistics Report for the District of Columbia 2015-2017/FMCSA/MCMIS Traffic Safety Statistics Report for the District of Columbia 2014-2016/FMCSA/MCMIS Traffic Safety Statistics Report for the District of Columbia 2013-2015/FMCSA/MCMIS Traffic Safety Statistics Report for the District of Columbia 2012-2014/FMCSA/MCMIS MPD Crash Database

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

A low number of fatalities per year was observed in the District, compared to what other states report on an annual basis. Nevertheless, MPD makes significant strides to minimize the average number of fatalities. Currently, State Safety Data Quality (SSDQ) is being addressed by the unit official in charge and MPD is on pace to achieve a good standing or "green" rating in all SSDQ categories prior to FY19.

Since 2012 fatalities related to large truck/buses have not occurred. Furthermore, when reviewing the total number of motorcoach crashes reported, it must be taken into consideration that under the Metropolitan Police Traffic Crash Reporting System, all crashes that involve the Metro Bus Transit System (public transportation system) are recorded as a motorcoach crash. MPD is in the process of filtering the system to add Metro Buses as a separate classification in order to more accurately capture motor coach crashes and use them in future analysis. No motor coach/passenger fatalities have been reported since 2012.

The District neither encounters HAZMAT traffic nor has it had significant events or crashes in the last several years involving HAZMAT. Within the past five years, the District has not experienced any HAZMAT fatalities, which could be attributed to MCSAP officers' diligence in ensuring that carriers of such abide by all safety rules and regulations as required by law.

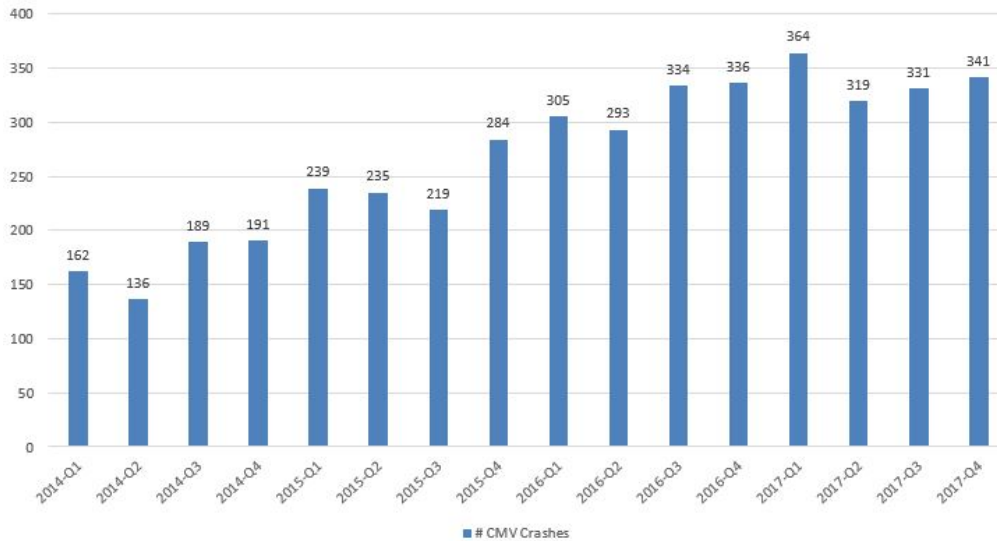
**Narrative Overview for FY 2019****Instructions:**

*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.**

Recent years have proven that the District of Columbia has consistently had a reduced number of CMV-related crashes compared to the national average. In addition, the District recognizes that the low number of commercial vehicle-related fatalities annually is directly correlated to the District's geographical small size. However, due to a recent change in MPD's data structure, the District's CMV crash database includes all crashes that involve any type of vehicle used commercially. i.e., Metro Bus, taxi cabs, etc. Thus, CMV-related crash data reflects a continuous increase since FY14. Figure 1 presents the number of CMV-related crashes per quarter from FY14 through FY16. The system is in the process of being upgraded to segregate the commercial passenger and commercial vehicle from those involving Metro Buses and Taxis.

**Figure 1: CMV-related crashes per quarter**



**Enter the data source and capture date:**

Data Source: Traffic Safety Statistics Report for the District of Columbia 2014-2016/ FMCSA/ MCMIS Traffic Safety Statistics Report for the District of Columbia 2015-2017/FMCSA/MCMIS MPD Crash Database Capture Date: 07/31/2018

**Projected Goal for FY 2019**

**Enter Crash Reduction Goal:**

MPD's goal is to reduce CMV-related crashes and fatalities by 2% compared to the previous fiscal year.

**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 District of Columbia shall continue to focus on an interactive approach of identifying cause and effect leading to those crashes and the geographic regions where they occur. In the past, there has been proven success concentrating MCSAP Officers on statistically high crash corridors within the city, subsequently reducing the number of crashes and fatalities. Therefore, to sustain this annual low fatality and crash rate, the MCSAP grant will continue to help to enforce areas of the city identified as high crash corridors in prior CVSP's.

The following are targeted as high Crash Corridors in the District:

- 1) Pennsylvania Avenue
- 2) New York Ave.
- 3) Georgia Ave.
- 4) North Capitol St.
- 5) Connecticut Ave.
- 6) Sixteenth St.
- 7) Wisconsin Ave.
- 8) Florida Ave.
- 9) Rhode Island Ave.
- 10) Benning Rd.
- 11) Southern Ave.
- 12) Bladensburg Rd
- 13) Constitution Ave.
- 14) New Jersey Ave.

In addition, the District plans to continue its quarterly motor coach strike force inspections and to increase the enforcement on high crash corridors, work zones and around the ever-increasing downtown tourist areas in the District.

***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.***

The District will maintain a proactive approach by reviewing inspection and crash statistics reports and continuing its outreach to the public during its annual safety events and interaction with carriers while assisting in highlighting the safest routes for CMVs through the city and during escorts. As in prior years, these measures may be used to identify shortfalls on a quarterly basis and adjust enforcement operations to achieve the performance objectives. Finally, the District will monitor its reduction goal by monitoring key statistics in the quarterly and annual reports.

## 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	813	868	595	647	1036
Level 2: Walk-Around	1774	1725	1218	1142	1788
Level 3: Driver-Only	2596	2428	1254	1238	1761
Level 4: Special Inspections	5	2	2	6	6
Level 5: Vehicle-Only	0	0	0	4	0
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>5188</b>	<b>5023</b>	<b>3069</b>	<b>3037</b>	<b>4591</b>

### **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 Metropolitan Police Department (MPD) is the state agency charged with enforcing motor carrier safety laws and regulations in the District of Columbia. In addition to the laws pertaining to commercial vehicle safety, hazardous materials, the controlled substances act and selected portions of the criminal code, MPD's motor carrier safety unit (MCU) also enforces laws and regulations governing registration, tax compliance, size and weight, and over-dimensional loads. The district collaborates with the federal motor carrier safety administration (FMCSA) in the enforcement of federal requirements pertaining to registration and financial responsibility.

### **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:** DC METROPOLITAN POLICE DEPARTMENT

**Enter the total number of certified personnel in the Lead agency:** 7

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	863	0	803	1666	26.44%
Level 2: Walk-Around	618	0	608	1226	19.46%
Level 3: Driver-Only	1801	0	1607	3408	54.10%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>3282</b>	<b>0</b>	<b>3018</b>	<b>6300</b>	

#### **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:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2019:	0



**Summary**

## Projected Goals for FY 2019 - Roadside Inspections Summary

<b>Projected Goals for FY 2019 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: DC METROPOLITAN POLICE DEPARTMENT</b>					
<b># certified personnel: 7</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel: 0</b>					
<b># projected inspections: 0</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	863	0	803	1666	26.44%
Level 2: Walk-Around	618	0	608	1226	19.46%
Level 3: Driver-Only	1801	0	1607	3408	54.10%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>3282</b>	<b>0</b>	<b>3018</b>	<b>6300</b>	

**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.

**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	700	0
10/01/2015	09/30/2016	974	0
10/01/2014	09/30/2015	586	0
10/01/2013	09/30/2014	1564	0
10/01/2012	09/30/2013	1719	0

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

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

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

Safetynet Inspection MCSAP Reporting System Capture date: 07/26/2018

**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](#).

The District will continue to target CMVs on all of the top CMV targeted crash corridors from prior year CVSPs and crash reports. The goal is to cite speeding, impaired and aggressive drivers. The objective is to increase aggressive driver enforcement citations by 10%. The District will deploy the seven (7) Motor Carrier Safety Unit (MCSU) officers that will monitor CMV traffic for driver violations. An impaired driving violation in conjunction with any of the other 19 violations noted in the MCMIS program does qualify as a Roadside Inspection (RI). CMV operators driving in an unsafe manner trigger enforcement activity to include roadside inspection. CMV speeding, aggressive/impaired driving, seatbelt, and secure cargo violations are common and a threat to public safety. CMV drivers are aware that the MPD's MCSU patrol coverage is limited to the small size of its unit. Thus, by regular enforcement MCSU officers will not work only to reduce crashes but create a presence thereby encouraging the improvement of safety concerns of carriers, drivers, and the general public.

### 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 checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	5803
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	550

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
6300	0	0	6300	6188

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

MPD's Motor Carrier Safety Unit (MCSU) officers will conduct traffic enforcement in high-frequency crash corridors on a rotating basis, in a manner that will be monitored by the CVSP Grant Manager and the MCSU Sergeant in order to provide consistent and even coverage of the corridors. Thus, by regular enforcement MCSU officers will create a presence in high-frequency crash locations, thereby encouraging the improvement of safety concerns of carriers, drivers, and the general public.

## 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	Deploying Core CVISN	No
PRISM	Exceeds 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:** DC Metropolitan Police Department

**Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:** DC Metropolitan Police Department

### 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.**

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

**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.**

## 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-CMV's 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	0	0	0	0	0
CMV Safety Belt Education and Outreach	0	0	0	0	1
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	1	1	1
Teen Safety Events	0	0	0	0	0

### **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.**

As stated earlier, the District will continue to raise awareness annually for both pedestrians and CMV drivers of the dangers posed by CMVs and to highlight the problem of serious crashes involving turning CMVs and pedestrians at intersections. Over the past few years, the District has experienced eight (8) fatalities and at least the same number of critically injured pedestrians in crosswalks struck by CMVs while making turns at intersections.

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

**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.*

The District will continue to examine the crash data from the annual DDOT Traffic Safety Statistics Report in order to assess the overall impact on crashes along specific corridors during and after the conclusion of the safety campaigns

to quantify any reduction in crashes involving pedestrians and CMVs during that period.

In addition, the Grant Manager and his/her support staff will continue to engage officers to log the amounts of calls involving outreach, education to the industry and public. Such activities will assist the MCSU in quantifying the effect of MPD efforts to ensure that drivers, carriers and the public are aware of regulations and laws.

**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	Good	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	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No 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.**

<https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx> 07/26/2018

**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.

As the source of the majority of reports related to traffic crashes in the District of Columbia, MPD has the primary responsibility for overseeing the collection and reporting accurate and timely safety data on CMVs to the Federal Motor Carrier Safety Administration (FMCSA). MPD is also an active participant on the interagency DC Traffic Records Coordinating Committee (TRCC), whose goal is to improve the quality of traffic crash data in the District of Columbia.

Within the past year, MPD has experienced an improvement in the quality of the crash data and timely uploads into SAFETYNET and other programs. Currently, the overall rating, as well as individual SSDQ ratings, are all GOOD.

**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.

MPD will continue performing as the previous reporting year.



***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.***

All SSDQs should remain GOOD for this reporting period

## 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 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 type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

### Trend Analysis for 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	0	0	0	0	0
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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:** DC Metropolitan Police Department

**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		
Number of Safety Audits/Non-Audit Resolutions	FY 2019	
	Interstate	Intrastate
# of Safety Audits (Onsite)	0	0
# of Safety Audits (Offsite)	0	0
# Group Audits	0	0
<b>TOTAL Safety Audits</b>	<b>0</b>	<b>0</b>
# 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.

MPD will undertake the New Entrant (NE) Program and conduct all Safety Audits (SA) of all new carriers to monitor drivers and carriers within the first 18 months of operations, with the oversight and support of the DC Division Office of FMCSA. This will ensure that MPD has the essential safety management practices in place. The safety audits will be designed to ensure new entrant carriers have the knowledge and tools they need to operate safely and comply with state and federal regulations. The safety audits will broadly cover alcohol and drug compliance, driver qualifications, insurance and operations, repairs and inspections. Due to the size of the District of Columbia, in relation to the number of potential new entrants per fiscal year, the actual minimum required and the applicable number of safety audits to be conducted in the DC will be determined in consultation with the Eastern Division Office of FMCSA. In addition, MPD will train up to 2 officers during FY 2019 in order for them to perform such audits in the subsequent fiscal year.

**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.

**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.

**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.

### Narrative Overview for FY 2019

#### **Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.**

As the nation's capital, the District of Columbia is a common destination for charter and tour buses. During the high season, which runs from early April through July, it is estimated that motor coach visits to the District exceed 1,200 per year.

#### **Projected Goals for FY 2019: Enter performance goals.**

The MCSU shall maintain present levels of inspections by conducting a minimum of 2,500 motor coach inspections during FY19. Further, the MCSU seeks to reduce Motor Coach crashes by 2% through its annual strike force campaigns in high volume tour bus areas. This can be monitored by the number of inspections that are conducted during the quarterly Motor Coach Strike Force Operations that specifically target the passenger carriers as they enter the high volume tourist areas of the city. The District has the ability to inspect large numbers of Motor coach and buses due to the fact that these modes of commercial travel and converge in the same general locations which are the tourist attractions in and around the National Mall.

#### **Program Activities: Provide additional information regarding how these activities will be implemented.**

The District will continue mobile CMV enforcement utilizing 7 MPD MCSU Certified Officers as well as officers assigned to the various police districts within the city to support the MCSAP program. The District will also participate in annual public education, awareness and behavioral change campaigns such as the Distracted Driver, Pedestrian Safety, and Street Smart programs. The goal is to continue to reduce crashes by 2% or 16 crashes based on an average of 801 crashes annually.

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

Continuous review of the measurement of effectiveness based on inspection data compiled by the MCSAP Officers and subsequently entered into SAFETYNET. MPD will continue to use this proven process to assess its performance for FY19.

### 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.**

Deployment of MCSAP Officers will be based on statistics from the District CMV Traffic Collision Fact Book 2013-2015. The data highlighted a greater number of CMV crashes are consistently reported between the hours of 8 AM and 6 PM, and approximately 45% of the CMV crashes resulting in injuries occurred during this period. Therefore, the District will deploy enforcement officers to perform daily enforcement and coordinate CMV crash reduction activities along these corridors to coincide with federal and local initiatives: Checkpoint Strike force; Street Smart, and Distracted Driver and Ticketing Aggressive Cars and Trucks. Regular enforcement shall continue on previously identified high collision I violation corridors. Overtime enforcement will be directed to respond to the changing patterns and routes with the rapid upswing in new construction in the down town business district.

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

The program will continue to reduce CMV crashes annually by 2%. MPD's MCSU will continue enforcement operations using a combination of regular tour and overtime hours. The District's performance objective is to maintain or continue to reduce truck or bus related fatal crashes. The District shall focus on an interactive approach in maintaining its annual low number of CMV crashes and concentrate on identifying cause and effect leading to those crashes and thus educate the public and carriers to those safety concerns.

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

There was an increase in the number of CMV-related crashes. However, this could be due to the change in the data structure of MPD's crash database that fails to segregate CMV-related crashes from crashes by commercially used vehicles (i.e. Metro Bus, Taxi cabs)

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

Over the last 3 years, the District averaged 1,027 CMV-related crashes from FY14 to FY 17. MPD will continue to use this process to assess their performance for FY18. MPD will continue to enforce identified high crash corridors to continue to reduce fatal and non-fatal CMV crashes by continuous daily enforcement and outreach. MPD occasionally escorts oversize and overweight vehicles and inspections them. The data on the frequency of such events are unavailable.

#### Activity #2

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

With regard to the crash data, the District has uploaded backlogged data from prior years which has been the main source of the city's problem in terms of current data in the system. The District continues to make strides each year with improving input of all data on time. With data quality inspection, the District has generally been consistent. The data inspection over the last several years has been accurate; however, inspection report timeliness was a problem.

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

By the end of FY19, the District anticipates maintaining a green or good overall rating.

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

Currently, the District has a GOOD rating on all SSDQ measurements.

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

The District has identified its previous problems and continues to take next steps to resolve timeliness of inspection and crash report uploads and other data input issues associated with DataQs. Accurate and timely inspections, as well as crash and traffic enforcement data, are essential to identify existing and potential problems. In prior years, the District of Columbia's overall state rating was poor in almost all nine FMCSA State Safety Data Quality measures due to crash data quality and inability to upload data in a timely fashion.

### 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.*

#### State Objective #1

##### **Enter the title of your State-Identified Objective.**

Reduction of CMV-related crashes

##### **Narrative Overview for FY 2019**

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

Over the last 3 years, the District averaged 974 CMV-related crashes from FY15 to FY17. MPD will continue to use this process to assess their performance for FY19. MPD will continue to enforce identified high crash corridors to continue to enforce a reduction in fatal and non-fatal CMV crashes by continuous daily enforcement and outreach. MPD occasionally escorts oversize and overweight vehicles and inspections them. The data on the frequency of such events are unavailable.

##### **Projected Goals for FY 2019:**

##### **Enter performance goal.**

The program will continue to reduce CMV crashes annually by 2%. MPD's MCSU will continue enforcement operations using a combination of regular tour and overtime hours. The District's performance objective is to maintain or continue to reduce truck or bus related fatal crashes. The District shall focus on an interactive approach in maintaining its annual low number of CMV crashes and concentrate on identifying cause and effect leading to those crashes and thus educate the public and carriers to those safety concerns.

##### **Program Activities: Describe the activities that will be implemented including level of effort.**

Deployment of MCSAP Officers will be based on statistics from the District CMV Traffic Collision Fact Book 2013 - 2015. The data highlighted a greater number of CMV crashes are consistently reported between the hours of 8 AM and 6 PM, and approximately 45% of the CMV crashes resulting in injuries occurred during this period. Therefore, the District will continue to deploy enforcement officers to perform daily enforcement and coordinate CMV crash reduction activities along these corridors to coincide with federal and local initiatives: Checkpoint Strike force, Street Smart and Distracted Driver and Ticketing Aggressive Cars and Trucks. Regular enforcement shall continue on previously identified high collision/violation corridors. Overtime enforcement will be directed to respond to the changing patterns and routes with the rapid upswing in new construction in the down town business district.

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

The program performance measure will be based on a monthly and quarterly review of crash data and statistics entered into MCMIS. The Program Manager will assess and provide input to MCSAP officers if data is omitted or not being uploaded. Additionally, the manager will make suggestions in case there is a need to make personnel adjustments to cover specific corridors due to excess of crash activity in specific regions of the District.



Also, MPD will make an effort to keep an accurate record of escorts and hours off MCSAP duty.

## State Objective #2

### ***Enter the title of your State-Identified Objective.***

CMV Safety Data Quality

### ***Narrative Overview for FY 2019***

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

The District has identified its previous problems and continues to take next steps to resolve timeliness of inspection and crash report uploads and other data input issues associated with DataQs.

#### ***Projected Goals for FY 2019:***

##### ***Enter performance goal.***

By the end of FY19, the District anticipates maintaining a green or good overall rating.

#### ***Program Activities: Describe the activities that will be implemented including level of effort.***

With regard to the crash data, the District has uploaded backlogged data from prior years which has been the main source of the city's problem in terms of current data in the system. The District continues to make strides each year with improving input of all data on time. With data quality inspection, the District has generally been consistent. The data inspection over the last several years has been accurate; however, inspection report timeliness was a problem. The District currently has proposed automation of uploads and is working to finalize with IT support. Currently, the MCSU Sergeant, Program Manager, and their support staff are tasked with the overall review, update, and submission of reports to FMCSA. Both are currently involved in finally clearing the backlog of DataQs in FY19.

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

The Program Manager will conduct quarterly evaluations and address any problem areas identified in reference to overall performance in each of the three relevant areas related to CMV's SSDQs. In addition, program staff will make adjustments as required while keeping FMCSA abreast of ongoing efforts as aggressive changes to ensure continuous improvements in the status of the crash data. Lastly, the actual number of reports uploaded will be used as the quantitative measure. The District's primary focus going forward during FY19 will be uploading of all crash data within the 90-day period to achieve an overall improvement rating going forward through FY19.

## 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	\$1,072,686.00	\$189,149.00	\$1,261,835.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount ):	\$189,149.00
MOE Baseline:	\$36,715.31

**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):	\$189,149.00
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**Personnel: Salary and Overtime Project Costs****Salary Project Costs**

Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Officers	1	75.0000	\$95,117.00	\$71,337.75	\$60,637.23	\$10,700.52	\$0.00
MCSAP Officers	1	75.0000	\$110,225.00	\$82,668.75	\$70,268.60	\$12,400.15	\$0.00
MCSAP Officers	1	10.0000	\$187,040.91	\$18,704.09	\$15,898.51	\$2,805.58	\$36,715.31
MCSAP Officers	4	75.0000	\$120,000.00	\$360,000.00	\$306,000.72	\$53,999.28	\$0.00
MCSAP Officers	1	75.0000	\$112,000.00	\$84,000.00	\$71,400.17	\$12,599.83	\$0.00
<b>Subtotal: Salary</b>				<b>\$616,710.59</b>	<b>\$524,205.23</b>	<b>\$92,505.36</b>	<b>\$36,715.31</b>

**Overtime Project Costs**

MCSAP Officers	7	75.0000	\$19,050.00	\$100,012.50	\$85,010.83	\$15,001.67	\$0.00
<b>Subtotal: Overtime</b>				<b>\$100,012.50</b>	<b>\$85,010.83</b>	<b>\$15,001.67</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$716,723.09</b>	<b>\$609,216.06</b>	<b>\$107,507.03</b>	<b>\$36,715.31</b>
<b>Accounting Method:</b>	<b>Cash</b>						

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

Title	Name	Salary	Time %
LIEUTENANT	Wilkins,Ronald T	187040.91	10%
SERGEANT	Schaefer,James M	120,000	75%
OFFICER	Garibay,Luis E	120,000	75%
SENIOR POLICE OFFICER	Garibay,Oscar U	120,000	75%
OFFICER	Ai,Wen	120,000	75%
OFFICER	Dionicio,Rafael I	110,225	75%
OFFICER	Nobriga, Lee R	95,117	75%
OFFICER	Khoury, Roy	112,000	75%

**Explanation:** The MCSAP Supervisor oversees most of the activities of the project. He spends 10% of his time implementing the MCSAP project, supervising staff, and conducting activities to meet the objectives of this project. Activities include: supervising daily, the operation of projects and staff, providing staff training/technical assistance, coordinating staff work schedule/assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, and tracking policy to ensure compliance. There are 7 MPD Officers that will spend 75% of their time in MCSAP activities. These officers conduct roadside inspections to fulfill MCSAP

There are 7 MPD Officers that will spend 75% of their time in MCSAP activities. These officers conduct roadside inspections to fulfill MCSAP reporting requirements. The salaries also include longevity pay.

### 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
MCSAP Supervisor: Other payroll Costs/ Additional Gross Pay, longevity	10.0000	100.0000	\$7,500.00	\$750.00	\$637.50	\$112.50	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$6,400.00	\$4,800.00	\$4,080.00	\$720.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$6,400.00	\$4,800.00	\$4,080.00	\$720.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$6,400.00	\$4,800.00	\$4,080.00	\$720.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$6,400.00	\$4,800.00	\$4,080.00	\$720.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$10,000.00	\$7,500.00	\$6,375.01	\$1,124.99	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$6,500.00	\$4,875.00	\$4,143.76	\$731.24	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	75.0000	100.0000	\$7,350.00	\$5,512.50	\$4,797.50	\$715.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$37,837.50</b>	<b>\$32,273.77</b>	<b>\$5,563.73</b>	<b>\$0.00</b>

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

Title	Name	Longevity	Time %	Total
LIEUTENANT	Wilkins, Ronald T	7,500.00	10%	750
SERGEANT	Schaefer, James M	10,000.00	75%	7500
OFFICER	Garibay, Luis E	6,400.00	75%	4800
SENIOR POLICE OFFICER	Garibay, Oscar U	6,400.00	75%	4800
OFFICER	Ai, Wen	6,400.00	75%	4800
OFFICER	Dionicio, Rafael I	6,400.00	75%	4800
OFFICER	Nobriga, Lee R	6,500.00	75%	4,875
OFFICER	Khoury, Roy S	7,350.00	75%	5512.50

Longevity Pay: \$37,837.50

**Fringe Benefits are not charged to FMCSA.**



**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
Training and Travel	7	1	100.0000	\$25,000.00	\$21,250.00	\$3,750.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$25,000.00</b>	<b>\$21,250.00</b>	<b>\$3,750.00</b>	<b>\$0.00</b>

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

The total cost is a projected cost for all MCSAP training and also Training for the new officer assigned to Motor Carrier Unit.

#### MCSAP GRANT MANAGEMENT CLASS

Average cost of travel expenses to MCSAP Management Class

1 Grants Management Specialist, Hotel and air fare @ an estimated cost of \$2,000.00 Total cost \$2,000.00

#### BENDIX BRAKE SCHOOL:

3-DAYS CLASS COST \$300.00 PER MEMBER

4 Officers, Class Cost @ \$300.00 each Hotel and air fare @ \$4,000.00 Total cost \$5,200.00

#### Bendix Brake Training School

The Bendix Brake Training School is tailored to new and experienced technicians and features a curriculum that includes the fundamentals of compressed air; tactics for air system failure mode diagnosis and troubleshooting; and air brake system and foundation brake components, including air compressors, valves, foundation drum brake and air disc brakes. Conducted by the veteran ASE-certified Bendix team, this all-inclusive course incorporates description, operation, and service elements for the total range of components found within dual air brake systems. Additional topics covered include antilock braking systems (ABS), the SmartTire® tire pressure monitoring system, and stability technologies such as Bendix® ESP® Electronic Stability Program full stability system, and Bendix® Wingman® Advanced—a collision mitigation technology. In addition to classroom lectures and product cut-aways, visual aids are incorporated to demonstrate the components and related systems in each training class. All locations feature operational demonstration boards

#### IPTM COMMERCIAL VEHICLE:

Commercial Vehicle Crash Investigation - Level I

5-DAY CLASS COST \$795.00 PER MEMBER

1 Officer, Class Cost @ \$795.00 Hotel and air fare @ \$1,000.00 Total cost \$1,795.00



This intensive course will cover the unique characteristics of commercial motor vehicles and the special dynamics at play when one is involved in a collision.

Detailed information of the nomenclature and operation of commercial motor vehicles will provide you with a level of competence needed to have an adequate understanding of mechanical components, parts and pieces of the commercial motor vehicle and how they may factor into your investigation.

To reinforce the concepts presented, you will conduct "hands-on" exercises and vehicle testing during the course.

Topics include:

- Tractor-trailer nomenclature
- Brake systems: configuration and operation
- Wheels, rims and tires
- Steering suspensions and frames
- Trailer coupling devices - fifth wheels
- Driver concerns - log books
- Vehicle components
- Center of mass determinations
- Skid mark measurements and speed analysis
- Jackknifing
- Rollover
- Vehicle dynamics in braking
- Weight shifting

**Prerequisite:** This course is designed for traffic crash investigators who have completed, at a minimum, IPTM's At-Scene Traffic Crash/Traffic Homicide Investigation course or its equivalent. You should have a good working knowledge of the techniques and applications of the formulas presented in the basic course, as the presentation of mathematical formulas will build upon techniques already used by investigators.

**Audience:** Law enforcement and private traffic crash investigators, claims adjusters, engineers, attorneys, safety officers, military investigative personnel, animators and graphic designers

Course length: 40 hours

#### ADVANCED COMMERCIAL VEHICLE INVESTIGATION

5-DAY CLASS COST \$1,195.00 PER MEMBER.

1 Officer, Class Cost @ \$1,195.00 Hotel and air fare @ \$1,000.00 Total cost \$2,195.00

#### SECOND IN THE HEAVY TRUCK CRASH INVESTIGATION SERIES

This course is designed to further enhance the knowledge and skills you acquired in IPTM's Investigation of Commercial Vehicle Crashes course. You will learn how to conduct a detailed analysis of commercial motor vehicle dynamics and its application to traffic crash reconstruction.

During this course, you will analyze the ABS air brake system by conducting tests to determine average air chamber pressure. You will also be shown how to determine the limits of axle weights based upon the location of center mass, as well as static-quasistatic and dynamic roll propensities.

Topics include:

- Kinetic energy - determining delta-V in central impacts
- ABS - Air Brake Systems
- Speed analysis using gear reduction ratios
- Low speed - high speed off-tracking
- Dynamic roll propensities
- Axle weight distribution - using equilibrium and free body diagrams
- Liquid load analysis

**Note:** You should bring a scientific calculator and, if available, an engineers scale along with a 30/60/90 degree triangle.

**Prerequisite:** You must have completed, at a minimum, IPTM's Advanced Traffic Crash Investigation and Investigation of Commercial Vehicle

Crashes courses.

Audience: Law enforcement and private traffic crash investigators, claims adjusters, engineers, attorneys, safety officers, military investigative personnel, animators and graphic designers

Course length: 40 hours

Heavy Vehicle Electronic Control Module Data Use in Crash Reconstruction

5-DAY CLASS COST \$1,195.00 PER MEMBER.

1 Officer, Class Cost @ \$1,195.00 Hotel and air fare @ \$1,000.00 Total cost \$2,195.00

### THIRD IN THE COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES

This course will assist you with the forensic collection and analysis of event data that is available in Heavy Vehicle Electronic Control Modules (HVECM), also referred to as Heavy Vehicle Event Data Recorders (HVEDR).

During the training, you will learn how to analyze the data that is imaged from an HVECM and then apply the information to your investigation. We will explain the data that is available and can be imaged from commercial vehicles and conduct a detailed discussion of the various reports obtainable from

Caterpillar, Cummins, Detroit Diesel, Mack/Volvo, International and other manufacturers.

Finally, we will image available vehicles and show you how to use and reconcile HVECM data with other methods of reconstruction analysis as well as

examine and analyze the data to determine its validity.

Topics include:

- Accessing and imaging data using the recommended hardware and software
- Latest HVECM devices and available data, including but not limited to:
  - Detroit Diesel
  - Mercedes-Benz
  - Cummins
  - Caterpillar
- ABS, GPS and collision avoidance systems
- Determining the validity and reliability of HVECM data
- Applying the data to your investigation
- Reconciling data with other reconstruction analysis

Prerequisite: You must have successfully completed IPTM's Advanced Traffic Crash Investigation course, its equivalent, or have prior approval of the instructor.

Audience: Law enforcement and private traffic crash investigators, insurance fraud special investigators and claims adjusters, engineers, attorneys, safety officers, military investigative personnel, collision animation and simulation graphics users

Course length: 40 hours

Introduction to Heavy Vehicle Data Records

3 DAY CLASS COST EST \$500.00

1 Officer, Class Cost @ \$500.00 Hotel and air fare @ \$1,000.00 Total cost \$1,500.00

This course will introduce you to electronic control modules (ECMs) and electronic programs from a variety of heavy truck engine manufacturers. You'll learn what event data records may be available for evaluation and their potential use in commercial vehicle crash reconstructions.

We will begin by reviewing what data and records the programs can retrieve from a vehicle's ECM, including imaging reports. We will then examine the

current anti-lock braking, stability control, cruise control and collision avoidance systems and the data that may be recorded and present within those

electronic systems as well as the reports that may be available. In addition, we will discuss the numerous communications-based platforms and add-on

components that may be capable of providing data.

Topics include:

- Heavy vehicle electronic control modules (HVECMs) and programs
- Event data records available from HVECMs
- Use of event data records in crash reconstruction
- Braking, stability control, cruise control and collision avoidance systems data and reports
- Communications-based platforms data and reports

Note: This course does not include instruction, or the actual imaging, of heavy vehicle electronic control modules.

Prerequisite: You should have completed IPTM's 40-hour Commercial Vehicle Crash Investigation – Level I course, or its equivalent, and be familiar

with program data recording concepts based upon truck components and operation.

Audience: Law enforcement and private traffic crash investigators, district attorneys, prosecutors, insurance fraud investigation specialists and

claims adjusters, engineers, attorneys, safety officers, military investigative personnel, collision animation and simulation graphic programs users

Course length: 24 hours

MPD will undertake the New Entrant (NE) Program and conduct all Safety Audits (SA) of all new carriers to monitor drivers and carriers within the first 18 months of operations, with the oversight and support of the DC Division Office of FMCSA. This will ensure that MPD has the essential safety management practices in place. The safety audits will be designed to ensure new entrant carriers have the knowledge and tools they need to operate safely and comply with state and federal regulations. The safety audits will broadly cover alcohol and drug compliance, driver qualifications, insurance and operations, repairs and inspections. Due to the size of the District of Columbia, in relation to the number of potential new entrants per fiscal year, the actual minimum required and the applicable number of safety audits to be conducted in the DC will be determined in consultation with the Eastern Division Office of FMCSA.

## 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
Fully equipped vehicle	2	\$36,502.99	100	\$73,005.98	\$62,055.23	\$10,950.75	\$0.00
<b>TOTAL: Equipment</b>				<b>\$73,005.98</b>	<b>\$62,055.23</b>	<b>\$10,950.75</b>	<b>\$0.00</b>
Equipment threshold is greater than \$5,000.							

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

Desc	Cost
1. Truck	\$ 23,171.42
2. Lighting	\$ 2,869.17
3. Graphics, MDC cables and fuel ring	\$ 2,100.00
4. Equipment box with cover top	\$ 8,362.40
<b>Total Per Unit</b>	<b>\$ 36,502.99</b>

1. 2019 Dodge 1500 trucks



## Specs

- Engine, Vortec 6.0L Variable Valve Timing V8 SFI, E85-compatible, FlexFuel capable of running on unleaded or up to 85% ethanol (360 hp [268.4 kW] @ 5400 rpm, 380 lb-ft of torque [515.0 N-m] @ 4200 rpm) (Does not include E85 capability with (ZW9) pickup box delete.)
- Transmission, 6-speed automatic, heavy-duty, electronically controlled with overdrive and tow/haul mode. Includes Cruise Grade Braking and Powertrain Grade Braking (Requires (L96) Vortec 6.0L V8 SFI engine.)
- Rear axle, 4.10 ratio (Requires (L96) Vortec 6.0L V8 SFI engine.)
- Suspension Package, Standard includes 51mm twin tube shock absorbers and 33mm front stabilizer bar
- GVWR, 9500 lbs. (4309 kg) (Requires (L96) Vortec 6.0L V8 SFI engine. Not available with CK25943 or CC25903 model.)
- Battery, heavy-duty 720 cold-cranking amps/80 Amp-hr, maintenance-free with rundown protection and retained accessory power
- Wheels, 17" (43.2 cm) machined aluminum includes 17" x 7.5" (43.2 cm x 19.1 cm) steel spare wheel. Spare not included with (ZW9) pickup box delete unless a spare tire is ordered. (Upgradeable to (PYV) 18" (45.7 cm) chromed aluminum wheels, (RT4) 18" (45.7 cm) Black aluminum wheels, (RTH) 20" (50.8 cm) polished aluminum with Dark Argent Metallic pockets wheels or (PYU) 20" (50.8 cm) polished aluminum wheels.) (Upgradeable to (PYV) 18" (45.7 cm) chromed aluminum wheels, (RT4) 18" (45.7 cm) Black aluminum wheels, (RTH) 20" (50.8 cm) polished aluminum with Dark Argent Metallic pockets wheels, (PYT) 18" painted steel wheels or (PYU) 20" (50.8 cm) polished aluminum wheels.)
- Tire carrier lock keyed cylinder lock that utilizes same key as ignition and door (Not included when (ZW9) pickup box delete or (9J4) rear bumper delete is ordered.)
- Seats, front 40/20/40 split-bench, 3-passenger. Available in cloth or leather. Includes driver and front passenger recline with outboard head restraints and center fold-down armrest with storage. Also includes manually adjustable driver lumbar, lockable storage compartment in seat cushion, and storage pockets. (Leather with (KA1) heat is an available extra charge option with (H1Y) Jet Black leather appointed interior trim and requires (PCM) LT Convenience Package. Upgradeable to (A95) front bucket cloth seats.) (Leather with (KA1) heat is an available extra charge option with (H1Y) Jet Black leather appointed interior trim and requires (PCY) LT Fleet Convenience Package. Upgradeable to (A95) front bucket cloth seats.)
- StabiliTrak, stability control system with Proactive Roll Avoidance and traction control includes electronic trailer sway control and hill start assist
- Air bags Crew Cab: single-stage frontal and thorax side-impact, driver and front passenger, and head curtain side-impact, front and rear outboard seating positions (With (ZW9) pickup box delete on Double and Regular Cab you will get single-stage frontal and thorax side-impact, driver and front passenger, and head curtain side-impact, front and rear outboard seating positions. Always use safety belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)

## 2. EMERGENCY LIGHTING FOR ENTIRE TRUCK

SOUND OFF CORPORATION will install Emergency Lighting Equipment for the entire truck \$2,869.17

## 3. GRAPHICS, FUEL RING, MDC CABLES \$2,100.00

## 4. EQUIPMENT BOX AND COVER \$8,362.40

## 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
Supplies	1 per officer	\$20,000.00	100.0000	\$20,000.00	\$17,000.00	\$3,000.00	\$0.00
Laptops	7 unit	\$5,000.00	100.0000	\$35,000.00	\$29,750.07	\$5,249.93	\$0.00
uniforms	1 pack	\$12,000.00	100.0000	\$12,000.00	\$10,200.02	\$1,799.98	\$0.00
<b>TOTAL: Supplies</b>				<b>\$67,000.00</b>	<b>\$56,950.09</b>	<b>\$10,049.91</b>	<b>\$0.00</b>

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

General office supplies include paper, printer ink, etc. for MCSAP Officers.

All office supplies are ordered on an as-needed basis from an approved blanket purchase order agreement in accordance with the District of Columbia procurement regulations.

This is general supplies that the division needs throughout the year.

### 1. OFFICE SUPPLIES:

MISC SUPPLIES FOR CMV INSPECTIONS: PENS,PAPER,NOTEPADS,FILE FOLDERS,STAPLERS,MARKERS,  
PRINTER SUPPLIES  
= \$20,000.00

TOTAL: \$20,000.00

### 2. TOUGHBOOKS INCLUDING MOUNTING HARDWARE FOR TRUCKS \$5000 EACH X 7 = \$35,000

3. UNIFORMS AND OTHER SUPPLIES: utility web gear, belts, belt keeper, holder for flash lights, OC Spray, handcuffs, gloves, holsters, high visibility rain gear, jackets, pants, hats, safety boots, coverall winter-summer.

## 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
TBD	EIN 0	Contract	100.0000	\$290,000.00	\$246,500.58	\$43,499.42	\$0.00
Description of Services: GRANT MANAGEMENT							
<b>TOTAL: Contractual and Subaward</b>				<b>\$290,000.00</b>	<b>\$246,500.58</b>	<b>\$43,499.42</b>	<b>\$0.00</b>

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

MPD will hire a contractor that will support MPD in the management of this grant and will be involved in addressing timely data uploads by all officers, prepare quarterly and annual reports, as well as other activities involving this grant. The team will also review Data Qs with the MCSAP Sergeant to reduce backlogged volume of requests. This will ensure the improvement of the current rating by the end of the FY18. Reviews of all documents for timely uploads during each quarter will allow the District to measure the progress and provide appropriate updates for future activities if required. Finally, the team will conduct quarterly evaluations and address problem areas identified in reference to overall requirements of this grant. The following is a summary of the tasks to be undertaken by the contractor.

- a. The contractor will provide support for all tasks related to this grant
- b. The contractor will conduct a needs assessment for the improvement of the quality of crash data in the District. This may involve several tasks including reviews of current data entry practice, timeliness, and completeness of data uploads into the existing Records Management System, and review the crash data approval process at MPD.
- c. The contractor will address processes involving the preparation and reporting of CMV Inspections Reports' and the timeliness of responses to Requests for Data Reviews (RDRs).
- e. The contractor will review crash data Management Systems available in the United States and recommend changes (if any) to the current system being used by MPD

NO CONTRACTOR HAS BEEN HIRED FOR THIS GRANT YET. The solicitation for proposals will be posted on DC's Office of Contracts and Procurement's website after which proposals will be reviewed in accordance with State regulations.

Total cost for Contractual: \$290,000.00



## 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 not claim reimbursement for Indirect Costs.**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Dues	1	\$17,269.00	100.0000	\$17,269.00	\$14,689.00	\$2,580.00	\$0.00
Communication/ air cards, mobile phones, etc.	1	\$10,000.00	100.0000	\$10,000.00	\$8,500.02	\$1,499.98	\$0.00
Vehicles repair and maintenance	1	\$15,000.00	100.0000	\$15,000.00	\$12,750.03	\$2,249.97	\$0.00
Fuel costs	1	\$10,000.00	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$52,269.00</b>	<b>\$44,439.05</b>	<b>\$7,829.95</b>	<b>\$0.00</b>

***Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.*****Other Cost Budget Narrative**

Item Name	#of Units	Cost per Unit	Total Cost
CVSA Dues	1	\$17269.00	\$17,269.00
Communications/Air Cards	1	\$10,000.00	\$10,000.00
Vehicle Repair and Maintenance	1	\$15,000.00	\$15,000.00
Fuel costs	1	\$10,000.00	\$10,000.00

Communication Air/Card are for 7 officers this is an estimated cost per year:

1. CVSA DUES: 1X 17,269.00 = \$17,269.00

SUBTOTAL: \$17,269.00

2. COMMUNICATIONS I CELL PHONES, AIR CARDS FOR SEVEN MEMBERS (7).

1 X 10 ,000.00 = 10 ,000.00

SUBTOTAL: 10,000.00

3. VEHICLE MAINTENANCE AND REPAIR FOR SEVEN (7)TRUCKS

1 X 15,000.00 = 15,000.00

SUBTOTAL: 15,000.00

4. FUEL COSTS FOR SEVEN TRUCKS

1 X \$10,000 = \$10,000

TOTAL : \$52,194.00

**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	\$1,072,686.00	\$189,149.00	\$1,261,835.00

**Summary of MCSAP Funding Limitations**

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$189,149.00
MOE Baseline:	\$36,715.31

**Estimated Expenditures**
**Personnel**

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Officers	\$60,637.23	\$10,700.52	\$71,337.75	\$0.00
MCSAP Officers	\$70,268.60	\$12,400.15	\$82,668.75	\$0.00
MCSAP Officers	\$15,898.51	\$2,805.58	\$18,704.09	\$36,715.31
MCSAP Officers	\$306,000.72	\$53,999.28	\$360,000.00	\$0.00
MCSAP Officers	\$71,400.17	\$12,599.83	\$84,000.00	\$0.00
<b>Salary Subtotal</b>	<b>\$524,205.23</b>	<b>\$92,505.36</b>	<b>\$616,710.59</b>	<b>\$36,715.31</b>
MCSAP Officers	\$85,010.83	\$15,001.67	\$100,012.50	\$0.00
<b>Overtime subtotal</b>	<b>\$85,010.83</b>	<b>\$15,001.67</b>	<b>\$100,012.50</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$609,216.06</b>	<b>\$107,507.03</b>	<b>\$716,723.09</b>	<b>\$36,715.31</b>

**Fringe Benefits**

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Supervisor: Other payroll Costs/ Additional Gross Pay, longevity	\$637.50	\$112.50	\$750.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$4,080.00	\$720.00	\$4,800.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$4,080.00	\$720.00	\$4,800.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$4,080.00	\$720.00	\$4,800.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$4,080.00	\$720.00	\$4,800.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$6,375.01	\$1,124.99	\$7,500.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$4,143.76	\$731.24	\$4,875.00	\$0.00
MCSAP Officer: Other payroll Costs/ Additional Gross Pay, longevity	\$4,797.50	\$715.00	\$5,512.50	\$0.00
<b>Fringe Benefits total</b>	<b>\$32,273.77</b>	<b>\$5,563.73</b>	<b>\$37,837.50</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training and Travel	\$21,250.00	\$3,750.00	\$25,000.00	\$0.00
<b>Travel total</b>	<b>\$21,250.00</b>	<b>\$3,750.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fully equipped vehicle	\$62,055.23	\$10,950.75	\$73,005.98	\$0.00
<b>Equipment total</b>	<b>\$62,055.23</b>	<b>\$10,950.75</b>	<b>\$73,005.98</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Supplies	\$17,000.00	\$3,000.00	\$20,000.00	\$0.00
Laptops	\$29,750.07	\$5,249.93	\$35,000.00	\$0.00
uniforms	\$10,200.02	\$1,799.98	\$12,000.00	\$0.00
<b>Supplies total</b>	<b>\$56,950.09</b>	<b>\$10,049.91</b>	<b>\$67,000.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
TBD	\$246,500.58	\$43,499.42	\$290,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$246,500.58</b>	<b>\$43,499.42</b>	<b>\$290,000.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Dues	\$14,689.00	\$2,580.00	\$17,269.00	\$0.00
Communication/ air cards, mobile phones, etc.	\$8,500.02	\$1,499.98	\$10,000.00	\$0.00
Vehicles repair and maintenance	\$12,750.03	\$2,249.97	\$15,000.00	\$0.00
Fuel costs	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
<b>Other Costs total</b>	<b>\$44,439.05</b>	<b>\$7,829.95</b>	<b>\$52,269.00</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$1,072,684.78</b>	<b>\$189,150.79</b>	<b>\$1,261,835.57</b>	<b>\$36,715.31</b>
<b>Total Costs Budgeted</b>	<b>\$1,072,684.78</b>	<b>\$189,150.79</b>	<b>\$1,261,835.57</b>	<b>\$36,715.31</b>

**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	\$1,072,686.00	\$189,149.00	\$1,261,835.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$189,149.00
MOE Baseline:	\$36,715.31

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$524,205.23	\$92,505.36	\$616,710.59	\$36,715.31
Overtime Subtotal	\$85,010.83	\$15,001.67	\$100,012.50	\$0.00
Personnel Total	\$609,216.06	\$107,507.03	\$716,723.09	\$36,715.31
Fringe Benefits Total	\$32,273.77	\$5,563.73	\$37,837.50	\$0.00
Travel Total	\$21,250.00	\$3,750.00	\$25,000.00	\$0.00
Equipment Total	\$62,055.23	\$10,950.75	\$73,005.98	\$0.00
Supplies Total	\$56,950.09	\$10,049.91	\$67,000.00	\$0.00
Contractual and Subaward Total	\$246,500.58	\$43,499.42	\$290,000.00	\$0.00
Other Costs Total	\$44,439.05	\$7,829.95	\$52,269.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,072,684.78	\$189,150.79	\$1,261,835.57	\$36,715.31
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$1,072,684.78</b>	<b>\$189,150.79</b>	<b>\$1,261,835.57</b>	<b>\$36,715.31</b>

## 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? Chief Peter Newsham
2. What is this person's title? Chief of Police
3. Who is your Governor's highway safety representative? Carol E. Lewis
4. What is this person's title? Chief Transportation Safety Branch

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

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

#### State Certification declaration:

I, Chief Peter Newsham, Chief of Police, on behalf of the State of DISTRICT OF COLUMBIA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

**Part 5 Section 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? Peter Newsham
2. What is the title of your certifying State official? Police of Police
3. What are the phone # and email address of your State official? 202-727-3254/marvinl.johnson@dc.gov

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

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

I, Peter Newsham, 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.

**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