

# **MAINE**

## **Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2019**

**Date of Approval: Jun 19, 2019**

**Final CVSP**

## Part 1 - MCSAP Overview

### 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.

## 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.

### 1-MISSION OR GOAL STATEMENT

As representatives of the State of Maine, our mission is to keep our state a safe place to live and visit. We maintain order, protect life, and property, and reduce fear of crime by providing diverse, high quality law enforcement services.

The Maine State Police Troop K- Commercial Vehicle Enforcement Unit is dedicated to ensuring safe travel on the roadways for all members of the traveling public as well as protecting the infrastructure that the people of Maine depend on. Troop K is also tasked with combating crime in all its forms. We approach this endeavor by utilizing an “all crimes-all hazards” in our day to day operations. These goals can be achieved only through a comprehensive approach to crash reduction, size and weight enforcement, and by ensuring compliance with both the Federal Motor Carrier Safety Regulations, State Laws, and Hazardous Materials Regulations.

Maine’s budget request for FY 2019 proposes to exceed the 15% allowance on overtime spending. The justification for this is due to the manner in which we conduct our Border Enforcement activities. The Maine State Police do not fund any regular salary positions with grant monies due to the unpredictable nature of funding. Instead, grant monies are utilized to conduct various initiatives on an overtime basis. This is the way that we have operated for many years. With the inclusion of BEG activities in the MCSAP grant under the FAST Act, and our desire to utilize 15% of our total MCSAP grant to expand our MCSAP activities, our total overtime request will be 35%.

Maine was granted this request for FY 2017 and FY 2018. Because of this, we were able to expand our MCSAP functions with overtime activities targeting everything from distracted driving to increased passenger vehicle inspections. The ability to utilize overtime funds allowed us to successfully expand MCSAP activities and specifically target identified problem times and locations that are outside of our normal work schedule, all while continuing an extremely successful Border Enforcement program that has existed since its inception as a Northern Border Grant.

Regarding comment-please refer to Financial Information 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 Maine State Police, Troop K-Commercial Vehicle Enforcement Unit is currently staffed with (1) Lieutenant; (3) Sergeants; (3) Corporals; (23) Troopers; (6) civilian Motor Carrier Inspectors-(1) position is currently vacant pending approval from the Governor's office; (1) civilian Motor Carrier Supervisor; and (1) Troop Secretary. Due to retirements and department manpower issues, we currently have (1) Data Entry specialist position vacant.

The Maine State Police is the sole MCSAP agency in Maine. All personnel are tasked with the mission of safety. Sworn and non-sworn personnel are responsible for safety inspections and enforcement of the Federal Motor Carrier Safety Regulations. Sworn members are tasked with size and weight enforcement, and civilian inspectors are tasked with safety audits.

**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:	MAINE STATE POLICE
Enter total number of personnel participating in MCSAP activities	36
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	35
Traffic Enforcement Activities	29
Investigations*	5
Public Education and Awareness	36
Data Collection and Reporting	2
* 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

### 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.*

## 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 # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	12/31/2017	30	20	28
01/01/2016	12/31/2016	16	16	24
01/01/2015	12/31/2015	14	16	13
01/01/2014	12/31/2014	13	13	13
01/01/2013	12/31/2013	20	18	18



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

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

**Goal measurement as defined by your State:** Actual # 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			
01/01/2017	12/31/2017	2	0	1
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	0	0	0

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

<http://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>

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

During CY17, Maine saw an increase in fatalities above our goal for the year. Several factors caused this result. Multiple occupants of the other vehicle is one factor. As has been the case for several years, distracted driving on the part of passenger vehicles continues to be a major factor in our fatal crashes. Crossover crashes and intersection movement are also major factors. The use of electronic devices by motor vehicle operators is a continuing problem that does not seem to be improving, despite the efforts of multiple state and federal agencies. Education and awareness needs to be continued, combined with engineering solutions such as centerline rumble strips, as well as continued enforcement.

We continue to address distracted driving by passenger cars operating around CMVs by conducting enforcement details targeting these offenses both on regular shift and overtime activity.

We have learned that the overwhelming majority of our CMV crashes are caused by the actions of the passenger vehicle, usually failing to yield or crossing over into the path of the CMV. Two such examples are the fatalities associated with passenger carrying vehicles during CY17. One crash which resulted in two deaths was the result of a passenger car failing to stop at a stop sign and traveling into the path of a bus. Two occupants of the passenger vehicle were killed. The third fatality occurred when a motorcycle crashed while attempting to avoid a bus that had stopped to make a legal left turn. In both of these cases, there was no fault on the part of the CMV.

We will continue to work with partner agencies to develop effective strategies to reduce crashes, injuries and deaths.

## **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.**

Maine recognizes the need for zero fatalities and the reduction of crashes overall. Balancing that need with Maine's low crash rate, we have decided to continue to address the problem by dealing with distracted drivers. The majority of the fatal crashes involving CMVs in Maine are the result of a passenger vehicle either failing to yield to a CMV or crossing over into the path of the CMV.

In CY 2017, Maine reported 850 non-fatal crashes involving CMVs. Of these non-fatal crashes, 364 listed some type of distracting action by the non-CMV driver as a causation factor. These are further broken down as follows:

572 crashes involved more than 1 vehicle (non-CMV) where the other (non-CMV) had distracting/contributing factor

66 – Speeding, too fast for conditions

82 – Failed to yield

36 – Following too Close

23 – Other distraction outside the vehicle

23 – Asleep or Fatigue

23 – Improper Passing

23 – Improper Backing

22 – Other distraction inside the vehicle

20 – OUI – Alcohol/Drugs

16 – Improper lane change, failing to stay in lane

14 – Texting, using electronic devices

These types of actions by non-CMV drivers have a major impact on Maine's CMV crash rate and are deserving of our continued enforcement efforts.

Sworn members will continue to focus efforts to enforce state law and federal regulations pertaining to distracted driving on both CMV and non-CMV operators. In CY 2017, Maine noted 596 violations of 392.80 (texting), and 392.82 (handheld device) on inspection reports. Due to the increased focus on enforcement, we are at 625 of these violations so far in 2018. These violations continue to be a high enforcement priority for our Troopers on both CMV and non-CMV operators.

Enforcement efforts of this type part of our overall strategy to lower crashes, injuries, and deaths by aggressive, proactive patrols combined with roadside and fixed location inspection details.

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

<http://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>

***Projected Goal for FY 2019***

***Enter Crash Reduction Goal:***

To reduce CMV involved fatalities from 28 to 20

***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.***

Maine's MCSAP funding is utilized for the salaries of the 6 non-sworn motor carrier inspectors. These inspectors are tasked with conducting compliance investigations. They spend approximately 90% of their time on these tasks and the remainder on inspections, assisting with crash investigations, and educational outreach. Their primary focus is on intrastate carriers. Maine assigns carriers who have an alert in the BASICs, or that come to the attention of the unit through inspections, or through complaints that come into our office.

***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.***

Maine will monitor the number of crashes and our investigative efforts to effect the safe operation of companies that we determine to be at risk, or at a higher risk. We will assign compliance reviews as appropriate. If we determine that these efforts are not effective, we will re-evaluate and adjust our efforts as needed.

### 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	2207	1796	1553	1601	2416
Level 2: Walk-Around	8126	5530	5437	4805	4971
Level 3: Driver-Only	5343	4946	4211	4535	3649
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	373	334	373	357	265
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>16049</b>	<b>12606</b>	<b>11574</b>	<b>11298</b>	<b>11301</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.**

Maine's roadside inspection program conducts both roadside and fixed point inspections. Due to manpower limitations and large geographic patrol areas, we vary our methods to provide for the best coverage. Inspectors work primarily during the day when the majority of the CMV traffic is active, however, we routinely vary our schedules to address specific issues as they are identified.

Fixed point inspection details are also regularly throughout the state, allowing inspectors to screen and inspect large numbers of CMVs, as well as perform size and weight functions on the interstate system.

Maine plans to continue to be able to address identified issues and increase MCSAP inspections by utilizing 10% of our MCSAP award as overtime funds. Utilizing funds in this manner will allow MCSAP inspectors to focus additional efforts on issues in their patrol areas that would otherwise prove difficult due to manpower and scheduling issues. This strategy met with success last year, and allowed us to focus on several areas including increased passenger carrier inspections, USDOT number compliance details in partnership with New Hampshire, and other localized problem areas and times.

#### **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:** MAINE STATE POLICE

**Enter the total number of certified personnel in the Lead agency:** 36

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3275	412	63	3750	33.03%
Level 2: Walk-Around	3400	316	36	3752	33.05%
Level 3: Driver-Only	3675	50	29	3754	33.07%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	10	6	80	96	0.85%
Level 6: Radioactive Materials		1		1	0.01%
<b>Sub-Total Lead Agency</b>	<b>10360</b>	<b>785</b>	<b>208</b>	<b>11353</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:	
Enter the total number of inspections projected for FY 2019:	

**Summary**

## Projected Goals for FY 2019 - Roadside Inspections Summary

<b>Projected Goals for FY 2019 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: MAINE STATE POLICE</b>					
<b># certified personnel: 36</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel:</b>					
<b># projected inspections:</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3275	412	63	3750	33.03%
Level 2: Walk-Around	3400	316	36	3752	33.05%
Level 3: Driver-Only	3675	50	29	3754	33.07%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	10	6	80	96	0.85%
Level 6: Radioactive Materials		1		1	0.01%
<b>Total ALL Agencies</b>	<b>10360</b>	<b>785</b>	<b>208</b>	<b>11353</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.



**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.**

**Trend Analysis for 2013 - 2017**

<b>Investigative Types - Interstate</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Compliance Investigations	1	18	33	20	14
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	13	1	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	1	1	13	0	1
CSA On-Site Comprehensive	0	16	20	19	13
<b>Total Investigations</b>	<b>2</b>	<b>36</b>	<b>79</b>	<b>40</b>	<b>28</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

<b>Investigative Types - Intrastate</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Compliance Investigations	41	62	29	41	44
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	41	19	23	19	15
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	13	0	10	10
CSA On-Site Comprehensive	0	30	29	12	19
<b>Total Investigations</b>	<b>82</b>	<b>124</b>	<b>81</b>	<b>82</b>	<b>88</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

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

*Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.*

**Projected Goals for FY 2019**

**Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019.**

Projected Goals for FY 2019 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	15	45
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	18
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	5	15
CSA On-Site Comprehensive	10	15
<b>Total Investigations</b>	<b>30</b>	<b>93</b>
Total Security Contact Reviews	0	0
Total Terminal Investigations	30	5

**Add additional information as necessary to describe the carrier investigation estimates.**

Maine will strive to complete at least 30 interstate and 93 intrastate investigations during this period.

**Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.**

Maine has 5 full time inspectors and 1 supervisor primarily focusing their compliance reviews on intrastate passenger companies and intrastate companies with D/A, HOS, maintenance issues or other alerts. One of our five Inspectors is a new hire and is currently in the process of training and certification, and is not yet conducting reviews.

We have 1 vacant inspector position that we expect to fill during FY19.

**Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.**

Compliance reviews are assigned through the FMCSA portal by the Motor Carrier Supervisor. After the assignments are made, the inspectors case progress and case load is monitored by the Motor Carrier Supervisor. Prior to any case closure and/or any prosecution, the Motor Carrier Inspectors are required to have the case reviewed by the Motor Carrier Supervisor who then forwards the case to the state's FMCSA office for approval and upload.

## 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		
01/01/2017	12/31/2017	4456	7181
01/01/2016	12/31/2016	6011	13349
01/01/2015	12/31/2015	7034	13911
01/01/2014	12/31/2014	8490	12022
01/01/2013	12/31/2013	3828	10985

☒ 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.

<https://ai.fmcsa.gov/SafetyProgram/spRptRoadside.aspx?rpt=TEAS>

### 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](#).

Maine's CVEU does not conduct CMV stops without completing an inspection report. Also, non-CMV traffic stops are not accounted for MCSAP purposes or on any time that could be attributed to MCSAP.

### **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	7000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	300
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	15

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
11353	123	130	11606	10112

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

in FY19 we will strive to equal those results with 7000 CMV traffic stops and 7500 violations cited. These shall be in areas identified as higher crash locations with an emphasis on areas with a high traffic count.

## 6 - Safety Technology

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

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

### Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	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:** ME Department of Transportation

**Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:** ME Bureau of Motor Vehicles

### 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.**

Maine will continue to audit and evaluate our data submitted. We continue to work on reducing the amount of VIN errors. However, there seems to be a program flaw that shows errors in VINs that are correct. Example; a pre-1980 truck with a non-conforming VIN (less than 17 characters) will come back as an incorrect VIN when it is in fact correct.

## 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.*

<b>Public Education and Outreach Activities</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Carrier Safety Talks	41	37	64	55	28
CMV Safety Belt Education and Outreach	30	30	45	40	24
State Trucking Association Meetings	20	20	20	20	20
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	3	3	3	3	3
Teen Safety Events	1	1	1	1	1

### ***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 safety initiatives. Include the number of personnel that will be participating in this effort.***

Maine will continue to conduct corporate and industry outreach as requested throughout the year. We work with industry and other local and federal partners to provide the highest quality service. We strive to offer education as an early alternative to strict enforcement. We will continue to work with the Maine Motor Transport Association to answer requests from their members and for other businesses that have questions or concerns.

Maine strongly believes a positive relationship between government and industry benefits both as well as the motoring public. We feel that if we can partner with industry to prevent a problem before it occurs on the roadways, ensuring the smooth, safe, and efficient flow of traffic.

Maine conducted nearly 400 hours of speaking engagements geared toward motor carrier safety and regulations. Education and outreach was provided to high schools, driving/technical schools, the Professional Loggers Association of Maine, plus many contractors, general freight, hazardous materials haulers, and others who requested our services. These engagements are a chance to interact in a positive environment, answer questions, remove anxiety about what happens at a roadside inspections, review company policies and training programs, and answer general questions from employees. They have been met with a very positive response from industry, and we return to many of the same companies annually.

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

***In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.***

			Performance Goals
Yes	No	Activity Type	FY 2019
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	36
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	28
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	24
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events	
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1

**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.**

Maine will conduct 10-15 outreach events per quarter. These will include many topics, including but not limited to; HOS and ELD compliance, load securement, hazardous material transport, human trafficking awareness, pre and post trip inspection procedures, and general regulation review and education. Our Troopers and Inspectors have been conducting these engagements for years, and they are very well received by industry and trade groups alike. We regularly partner with the Maine Motor Transport Association and the Maine Professional Logging Association to conduct speaking engagements and training sessions.

**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	Yes

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.**  
07-27-2018

**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.

**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.

**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.

Maine will continue to audit and evaluate all data submitted. We always strive to reduce VIN errors. However, there still seems to be a program flaw that shows errors in VINs that are correct. Example: older vehicles with a VIN less than 17 numbers.



## 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	167	247	231	184	189
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>167</b>	<b>247</b>	<b>231</b>	<b>184</b>	<b>189</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:

**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 on-site nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2019 - New Entrant Safety Audits		
	FY 2019	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	30	0
# of Safety Audits (Offsite)	100	0
# Group Audits	0	0
<b>TOTAL Safety Audits</b>	<b>130</b>	<b>0</b>
# of Non-Audit Resolutions	35	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.

The Maine State Police Proposes to conduct 130 New Entrant Safety Investigations within the established timeframe utilizing 2 three quarter time employees and 3 "as needed" employees. The Maine State will continue to utilize the Off Site Safety Investigation program. The New Entrant program will be supervised by the Motor Carrier Supervisor monitoring the program.

**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.

The Maine State Police will be dedicating 2 three-quarter time inspectors and 3 "as needed" inspectors doing part time New Entrant Safety Investigations to maintain the level of completion we have maintained over the years.

**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.

The MSP New Entrant program will be supervised by the Motor Carrier Supervisor for quality, completeness, and accuracy in conjunction with Maine's FMCSA office. The Supervisor will continue to work with the FMCSA to evaluate the Offsite SA program, and continue to expand the program.

**10 - Border Enforcement**

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

**Trend Analysis for 2013 - 2017**

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

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	966	2288	327	1295	1247
Level 2: Walk-Around	3052	1830	1171	1371	1150
Level 3: Driver-Only	701	414	428	214	170
Level 4: Special Inspections					
Level 5: Vehicle-Only					
Level 6: Radioactive Materials					
<b>Total</b>	<b>4719</b>	<b>4532</b>	<b>1926</b>	<b>2880</b>	<b>2567</b>

**Narrative Overview for FY 2019**

☐ The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

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

### Projected Goals for FY 2019

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2019 - Border Enforcement	
	FY 2019
Number of International Commerce Regular CMV	2500
Number of International Commerce HM	250
Number of International Commerce Passenger	20
<b>Total International Commerce Inspections</b>	<b>2770</b>
Number of Fixed Facility International Inspections	5600
Number of Non-Fixed Facility International Inspections	375
Traffic Enforcement	150
Strike Force Activities (CMVs)	0
Strike Force Activities (Passenger CMVs)	50

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

- To establish numerous safety details at the border, and along international traffic corridors frequented by Commercial Vehicles.
- To increase cooperation, communication and information sharing with US Customs and Border Protection and the Federal Motor Carrier Safety Administration by including them in the planning and operational phase of these details.
- To conduct **6,000** MCSAP inspections focusing on international commercial vehicle traffic both along the border and along common routes through visible, proactive enforcement. Our goal is to conduct 50% of these inspections on international commercial vehicles.
- To complete 20 inspections at/around the POE locations and common routes of travel on Motor Coaches.
- To conduct 200 roadside inspections on Hazardous Material carriers as part of any Hazardous Materials verification.
- To ensure that all vehicles inspected are checked for Federal out of Service order compliance.
- To ensure that all vehicles inspected are checked for valid UCR.

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

To implement this plan, we propose to conduct roadside inspections at several fixed locations statewide at fixed sites and routes that have frequent international traffic. Activities will include, among other areas; inspection activity focused on OOS carriers, medical certification checks, HOS enforcement, HM compliance checks, operating authority and UCR compliance.

Due to the remote location of Maine's border crossings, there are very few members assigned to geographic locations near our border crossings. Additionally, our fixed site weigh/inspection facilities are located on Interstate 95 away from the border. Interstate 95 is the direct route taken from out of state to the Canadian border, which allows us to utilize these facilities as safe places to conduct border enforcement activities, and still focus on international traffic without extensive travel time to border crossing locations.

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

We will prepare a detail summary sheet to be completed for each enforcement detail. Inspection details will have a goal of one inspection per hour for each of the personnel assigned. We will assign a person to monitor the detail statistics and compile data. Program evaluation will be performed on an on-going basis and reporting will be done on a quarterly basis. This reporting will include an analysis of program effectiveness and quantitative results.

**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.*

**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.**

**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.

### 3 - State Specific Objectives – Past

#### Instructions:

*Describe any State-specific CMV problems that were addressed with FY2017 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.**

Although Maine has no passenger transportation safety problems, one of our goals is to be more proactive in passenger vehicle inspections. We have developed positive relationships with passenger carrier providers as well as with origination and destination facilities, many of whom provide space at their facilities where we conduct inspection details. The number of passenger carrying CMVs increases every year, and it is our goal to stay ahead of any potential problems by maintaining a robust PVI program and continuing to foster positive relationships with industry.

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

100% audit of intrastate passenger carriers. Develop proactive positive relationships with passenger carrying motor carriers in an effort to increase compliance with FMCSRs and prevent crashes, injuries, and deaths. Conduct a minimum of 6 organized passenger carrier roadside/terminal inspection details in FY19.

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

Maine conducted 4 passenger carrier details in FY18, completing 45 inspections

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

Overall our program has been very successful, with positive reaction from both industry and origination/destination point providers. We have conducted numerous details at popular ocean ports where motor coaches pick up cruise ship passengers, to the point where our effectiveness has diminished due to repeated inspections of the same coaches/companies. We continue to focus enforcement efforts on the whitewater rafting industry as there is a reluctance to comply with regulations. We will continue to work on both the educational/outreach front as well as the enforcement end to work to gain voluntary compliance and increase safety. We will also continue to explore new areas to monitor/inspect passenger carriers and continue to develop relationships with Maine based carriers.

#### 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.**

Out of Service Carrier identification and enforcement through use of automated license plate reader technology

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

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

Currently, Maine deploys automated CMV screening at two fixed sites, located near our southern border in York and Kittery. These facilities work well in identifying carriers while the facilities are open and manned. Maine proposes to explore mobile screening methods on a statewide basis by deploying mobile license plate readers that will be mounted on CVEU Troopers' cruisers. These LPRs will be purchased and installed on specifically selected cruisers in an effort to identify out of service carriers that do not pass through the fixed sites. Regular daily assignment for our Troopers is a routine patrol, with each Trooper having a geographic area of responsibility. We will select six Troopers based on geographic location near major truck routes and install LPR technology on these cruisers in order to evaluate the effectiveness of this technology for possible future expansion to all cruisers. We feel that this LPR technology will allow us to cast a wider net and assist us in identifying out of service carriers that enter Maine through routes other than Interstate 95 where our fixed sites are located.

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

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

Last year, Maine identified four out of service carriers for a catch rate of 100%. Our goal is to identify and remove three additional out of service carriers from Maine's roadways, increasing our identification rate by an additional 75% and maintaining our catch rate at 100%.

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

Mobile license plate reader technology will be deployed on six cruisers. These cruisers will be assigned to Troopers who routinely patrol the major interstate routes in and out of Maine. Once an out of service carrier has been identified, confirmation will be made and a roadside inspection completed. If it is confirmed that the carrier is operating in violation of an out of service order, the vehicle/carrier will be placed out of service.

##### **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.**

Progress will be monitored by MSP and FMCSA through review of our catch vs. OOS rate for identified carriers.

##### State Objective #2



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

***Narrative Overview for FY 2019***

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

***Projected Goals for FY 2019:  
Enter performance goal.***

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

***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.***

## Part 4 - Financial Information

### 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.

#### What's New for FY 2019

The Spending Plan budget activity tables have been restructured to permit Maintenance of Effort (MOE) expenditures to be added on each line item of the budget activity tables. In the FY 2018 eCVSP, States indicated MOE costs as a single cost in each budget activity area. Please review the FY 2019 changes and instructions below prior to completing your Spending Plan.

- A new column (% of Time on MCSAP Grant) has been added in each of the budget activity tables to capture the percentage of time each item entered is dedicated to the MCSAP grant.
- A new column (MOE) has been added in each of the budget activity tables to capture MOE amounts. This allows users the ability to add MOE expenditures by each line item. MOE expenditures must not be included in the calculation of Total Project Costs, Federal share, or State share.

#### Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a single-year CVSP, 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.

### **Expansion of 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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,817,415.00	\$320,469.00	\$2,137,884.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount ):	\$320,469.00
MOE Baseline:	\$3,323,204.93

## 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):	\$320,469.00
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**Overtime Costs budgeted must be equal to or less than the 15 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.**

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
Motor Carrier Inspectors	6	50.0000	\$45,198.40	\$135,595.20	\$135,595.20	\$0.00	\$0.00
MCI Supervisor-MCSAP	1	50.0000	\$47,590.40	\$23,795.20	\$23,795.20	\$0.00	\$0.00
DPS Mechanic	1	100.0000	\$42,036.80	\$42,036.80	\$42,036.80	\$0.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$201,427.20</b>	<b>\$201,427.20</b>	<b>\$0.00</b>	<b>\$0.00</b>
Overtime Project Costs							
MCI-Border	7	26.0000	\$79,768.00	\$145,177.76	\$145,177.76	\$0.00	\$0.00
MCI-New Entrant	7	7.0000	\$68,556.80	\$33,592.83	\$33,592.83	\$0.00	\$0.00
Troopers-Special Detail	8	32.0000	\$90,958.40	\$232,853.50	\$232,853.50	\$0.00	\$0.00
Troopers - Safety -outreach	2	9.4231	\$90,958.40	\$17,142.20	\$17,142.20	\$0.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$428,766.29</b>	<b>\$428,766.29</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$630,193.49</b>	<b>\$630,193.49</b>	<b>\$0.00</b>	<b>\$0.00</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.***

MCI- MCSAP-The average rate of pay for the six Motor Carrier Inspectors per hour is \$21.73 at 50% of the time is allocated to the FY19 MCSAP grant- \$21.73 x 1040 hours= \$22,599.20 x 6= \$135,595.20

MCI Supervisor-MCSAP-The average rate of pay for the Motor Carrier Supervisor per hour is \$22.88 at 50% of the time is allocated to the FY198 MCSAP grant- \$22.88 x 1040 hours= \$23,795.20

MCI Border OT-The average overtime rate of pay for Motor Carrier Inspectors is \$32.96 per hour and State Troopers is \$43.73 per hour. The sum of these is \$76.69 per hour divided by 2 = \$38.35 (average OT rate). \$38.35 x 2080 hrs (FTE) = \$79,768 per year per person. 26% of time will be spent on Border Enforcement. There will be an average of seven associates performing 481 eight hour details in this grant. 481 x 8 hrs = 3848 hrs divide by 7= 549.71 hrs. per person divided by 2080 hrs (FTE) = 26% 7% of time will be spent on New Entrant inspections. There will be an average of seven associates performing these inspections. Historically 7% of their time is spent on audits

MCI New Entrant OT- the average overtime rate of pay per year for seven Motor Carrier Inspectors is \$68,556.80 divided by 2080 hours (FTE) = \$32.96 per hour. 7% of time will be spent on New Entrant inspections. There will be an average of seven associates performing these inspections. Historically, 7 % of their time is spent on audits.

Troopers Special Detail-OT-The average overtime rate of a Trooper is \$43.73 per hour x 2080= \$90,958.40.They are going to work 650 hours which is approximately 31% of their time at \$43.73 per hour

The average unburdened rate of pay for a DPS Mechanic per hour is \$20.21 at 100%of the time is allocated to the FY19 MSAP grant- \$20.21 x 2080 hours= \$42,036.80 This individual will be sending 100% of his time making necessary reparis and installations of equipment to Troop K vehicles.

Maine's budget request for FY 2019 proposes to exceed the 15% allowance on overtime spending. The justification for this is due to the manner in which we conduct our Border Enforcement activities. The Maine State Police do not fund any regular salary positions with grant monies due to the unpredictable nature of funding. Instead, grant monies are utilized to conduct various initiatives on an overtime basis. This is the way that we have operated for many years. With the inclusion of BEG activities in the MCSAP grant under the FAST Act, and our desire to utilize 15% of our total MCSAP grant to expand our MCSAP activities- our total overtime request will be 35%.

Maine was granted this request for FY 2018. Because of this, we were able to expand our MCSAP functions with overtime activities targeting everything from distracted driving to increased passenger vehicle inspections. The ability to utilize overtime funds allowed us to successfully expand MCSAP activities and specifically target identified problem times and locations that are outside of our normal work schedule, all while continuing an extremely successful Border Enforcement program that has existed since it's inception as a Northern Border Grant.

Overtime Justification document is attached.

I have removed the letters "OT" after Border and New Entrant as both categories are listed in the Overtime Projects Costs category.

New Project – Safety Outreach - The average overtime rate of a Trooper is \$43.73 per hour. This project is going to send an average of 2 troopers to 49 four (4) hr events to pass out CVSA pamphlets in an effort to educate new drivers about the commercial trucking industry's potential dangers on our roads and highways. They will address questions and stress the importance of safe driving habits.  $2 \times \$43.73 \times 49 \times 4 = \$17,142$

### 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
MCI Supervisor-MCSAP	35.0000	100.0000	\$22,651.20	\$7,927.92	\$7,927.92	\$0.00	\$0.00
MCI-MCSAP	67.0000	100.0000	\$24,980.80	\$16,737.13	\$16,737.13	\$0.00	\$0.00
OT-MCI-Supervisor-BEG	39.3100	100.0000	\$22,651.20	\$8,904.18	\$8,904.18	\$0.00	\$0.00
OT-MCI & Troopers-BEG	39.3100	100.0000	\$69,014.40	\$27,129.56	\$27,129.56	\$0.00	\$0.00
OT- MCI-NEG	39.3100	100.0000	\$45,302.40	\$17,808.37	\$17,808.37	\$0.00	\$0.00
Trooper Special Detail	39.3100	100.0000	\$245,048.00	\$96,328.36	\$96,328.36	\$0.00	\$0.00
DPS Mechanic	39.3100	100.0000	\$32,733.59	\$12,867.57	\$12,867.57	\$0.00	\$0.00
Trooper - Safety Outreach	39.3100	100.0000	\$14,248.00	\$5,600.88	\$5,600.88	\$0.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$193,303.97</b>	<b>\$193,303.97</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

Fringe for regular pay is as follows:

Fringe benefits are calculated as a percent of the base salaries. Fringe benefits include payroll expenses such as Medicare, life insurance, retirement, health insurance, dental insurance and worker's comp. Medicare is 1.5% of the annual salary; Life insurances are calculated at a rate of approximately .35 cents per thousand rounded to the next highest thousands of the annual salary; Retirement is 39.31% of the annual salary; Health insurance is between \$352 (single plan) and \$750 (family plan) per 24 pay periods; Dental insurance is \$13.13 per 24 pay periods and Worker's Comp is \$70 per 24 pay periods.

Only 50% of the MCI positions are allocated to MCSAP- base has been adjusted accordingly.

The average percentage for fringe for the Motor Carrier Supervisor is 35% and the average for Motor Carrier Inspectors is 67%.

Fringe for OT pay is as follows:

Fringe benefits are calculated as a percent of the average base salaries. Fringe benefits include FICA at .0145 and MSRS is 39.31% of the annual salary.

**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
Border Enforcement Road Checks	26	4	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
CVSA Conferences	9	5	100.0000	\$45,000.00	\$45,000.00	\$0.00	\$0.00
MCSAP Planning Meeting	4	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$0.00
CMV Training	15	5	100.0000	\$76,000.00	\$76,000.00	\$0.00	\$0.00
Grant Management Training	3	3	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
New Entrant Training	6	3	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
Advanced Road Crash	3	5	100.0000	\$8,688.00	\$8,688.00	\$0.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$167,688.00</b>	<b>\$167,688.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

CVSA Conferences- Nine (9) Motor Carrier Inspectors will attend CVSA conferences-three will attend NAI and two will attend COHMED. The average cost for lodging, meals, incidentals and air fare is approximately \$5,000 per conference for a total of \$45,000

MCSAP Planning Meeting- Four Motor Carrier Inspectors will attend the MCSA Planning meetings. The average cost for lodging, meals, incidentals and air fare is approximately \$2,000 per conference for a total of \$8,000

CMV Training- 15 Commercial Vehicle employees will attend CMV/FMCSA training i.e. General HazMat, Passenger Carrier Cargo Tank-Part A and Part B. The average cost is approximately \$15,000 for General HazMats, \$20,000 for the three two week Part A and Part B training and \$41,000 for the eight cargo tank training courses for a total of \$76,000

Grant Management Training-Three (3) individuals (Lt. of Troop K, MSP Contract Specialist and one Financial Analyst) will attend the yearly Grant Management training course. The average cost of lodging, meals, incidentals and air fare is approximately \$6,000

The Maine State Police, Commercial Vehicle Enforcement, Troop K will conduct a 2019 Road Check enforcement detail to conduct roadside inspections in an effort to locate disqualified drivers, HOS violations and unsafe CMV loading. The enforcement will include lodging and per diem allowances and will focus on international inspections with a goal of 50% international/hazmat inspections. The average cost of lodging, meals incidentals is approximately \$12,000

New Entrant training-six Motor Carrier Inspectors will attend New Entrant training. The average cost for lodging, meals, incidentals and air fare is approximately \$2,000 per training for a total of \$12,000

The costs reflected for the CVSA conference is an average per person cost based on previous historical data.

**NEW - 2020 Advanced Road Crash training - Spring in Florida Sending 3 associates Estimated Total cost \$8,688**

**Registration \$500 each**

**Meals \$287 each**

**Flights \$789 each**

Lodging \$1,320 each

**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
Tahoe vehicles 4 wheel drive	3	\$47,000.00	100	\$141,000.00	\$141,000.00	\$0.00	\$0.00
License Plate Readers	6	\$21,000.00	100	\$126,000.00	\$126,000.00	\$0.00	\$0.00
Nissan Rouge	1	\$24,000.00	100	\$24,000.00	\$24,000.00	\$0.00	\$0.00
Ultimate FLA/SSS2 Package	1	\$25,000.00	100	\$25,000.00	\$25,000.00	\$0.00	\$0.00
Ford SUV (police Pkg)	1	\$38,000.00	100	\$38,000.00	\$38,000.00	\$0.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$354,000.00</b>	<b>\$354,000.00</b>	<b>\$0.00</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.**

The State of Maine requests two (2) Tahoe-4 wheel drive vehicles to be purchased for the Commercial Vehicle Unit, Troop K. The vehicles will be used by the Motor Carrier Inspectors & Supervisors patrolling the corridors of Maine performing 100% MCSAP enforcement details and duties. The cost for the purchasing of the vehicles is based on the State's Current Delivery Order contract. The Troop K fleet consists of 36 vehicles that are replaced based on age/mileage as well as specialty needs arise.

Six (6) License Plate Readers- These LPRs will be purchased and installed on specifically selected cruisers in an effort to identify out of service carriers that do not pass through the fixed sites. Your comment concerning the percentage does not make sense. There is no specific personnel time spent using License Plate Readers- these are being used by the entire Troop K.

Added one additional Tahoe needed in CVEU unit.

Added one Nissan Rouge (replacing the van) in CVEU unit.

Added the Purchase of an Electronic Control Unit Interrogation Tool Package. Needed for crash investigations of Commercial Vehicles.

Added one Ford SUV needed in CVEU unit,

**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
Uniforms	20 each	\$1,187.15	100.0000	\$23,743.00	\$23,743.00	\$0.00	\$0.00
FMCSA Handbooks	50 each	\$150.00	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Title 29A Motor Vehicle Statutes	45 each	\$26.00	100.0000	\$1,170.00	\$1,170.00	\$0.00	\$0.00
LEOSR Manuals	50 each	\$25.34	100.0000	\$1,267.00	\$1,267.00	\$0.00	\$0.00
CVSA OOSC	48 each	\$35.00	100.0000	\$1,680.00	\$1,680.00	\$0.00	\$0.00
Stalker Radars	12 each	\$3,000.00	100.0000	\$36,000.00	\$36,000.00	\$0.00	\$0.00
Inspection Tools	25 each	\$1,854.00	100.0000	\$46,350.00	\$46,350.00	\$0.00	\$0.00
Consoles	5 each	\$500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Office Supplies	15 each	\$15.00	100.0000	\$225.00	\$225.00	\$0.00	\$0.00
Watch Guard in Cruiser	12 each	\$4,800.00	100.0000	\$57,600.00	\$57,600.00	\$0.00	\$0.00
CVSA Pamphlets	2000 each	\$0.37	100.0000	\$740.00	\$740.00	\$0.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$178,775.00</b>	<b>\$178,775.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

All materials listed below are provided to the entire MCSAP officers of the Commercial Motor Vehicle Enforcement Unit (CVEU) Maine State Police - Troop K. This unit is comprised of six Motor Carrier Inspectors, one Motor Carrier Inspector Supervisor, one State Police Lieutenant, three Sergeants, three Corporals and twenty-two Troopers. In addition, the hand books and manuals are provided to the District Attorney's and Judges who prosecute the cases as Troop K 42 x 2 fed reg and hazmat.

50- FMCSA Handbooks (MC & HM)- total \$7,500.00

45 Title 29A Motor Vehicle Statues- total of \$1,170.00

50- LEOSR Manuals- total of \$1,267.00

48- CVSA- Out-of Service Criteria manuals/handbooks- total of \$1,680

Twelve (12) Stalker Radars and accessories-will be used in the MSP-CVEU patrol vehicles to assist in commercial vehicle enforcement. This equipment is purchased for sworn members (29) in addition to the 7 MCSAP funded inspectors. The stalker radars will be dedicated 100% to MCSAP activities.

CVC Inspection tools to assist with the commercial vehicle inspections for accurate readings in hazardous locations. This equipment is purchased for sworn members (29 in addition to the 7 MCSAP funded inspectors). Examples: Mechanic creepers, portable scales, portable lights, inspection cameras, etc.

Five (5) Consoles - console utility box used in our cruisers to harness the wiring of our computers, printers, etc.

Equipment and supplies purchased under this grant will be utilized by the entire compliment of Troop K, which includes both sworn Troopers and civilian Inspectors.

Miscellaneous office supplies-file folders, paper,etc

Uniforms-request to purchase 20 sets of uniforms and accessories for the Commercial Vehicle Motor Carrier Unit, Troop K

Twelve (12) watch guard in cruiser video cameras will be used in the MSP-CVEU patrol vehicles (installed in new vehicles and replacing existing out dated systems). The cameras will be used for documentation/evidentiary purposes during roadside MCSAP enforcement functions. This is standard equipment and is replaced as needed in the 36 car fleet of Troop K

Added 2000 CVSA Pamphlets to be used in an effort to educate new drivers about the commercial trucking industry's potential dangers on our roads and highways. They will address questions and stress the importance of safe driving habits.



## 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
Transcor Information Technology	DUNS 0	Contract	100.0000	\$144,000.00	\$144,000.00	\$0.00	\$0.00
Description of Services: Mobile data computer with wireless modem							
MicroSurvey Software Inc	DUNS 0	Contract	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Description of Services: Maintenance on CVEU owned crash reconstruction equipment							
SecureWatch24	DUNS 0	Contract	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Description of Services: Maintenance of License Plate Readers							
<b>TOTAL: Contractual and Subaward</b>				<b>\$165,000.00</b>	<b>\$165,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

The Maine State Police, Troop K currently leases mobile data computers and pays wireless service fees to maintain that connection for the wireless transfer of roadside inspection and crash data. Having real time capability in all vehicles maintains the timely transfer of all vital crash and CMV inspection data.

The mobile data computer with a wireless modem costs approximately \$12,000 a month x 12 months= \$144,000

Maintenance on CVEU owned crash reconstruction equipment.

## 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
Use of MSP Vehicles	7	\$10,994.28	100.0000	\$76,959.96	\$76,959.96	\$0.00	\$0.00
CVSA Decals	4162 each	\$0.30	100.0000	\$1,248.60	\$1,248.60	\$0.00	\$0.00
Conference Registration fees	10	\$550.00	100.0000	\$5,500.00	\$5,500.00	\$0.00	\$0.00
CVSA Membership Dues	1	\$10,000.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Indirect Cost/Stacap	1	\$24,746.00	100.0000	\$24,746.00	\$24,746.00	\$0.00	\$0.00
Total State Share Calculation	1	\$320,469.00	100.0000	\$320,469.00	\$0.00	\$320,469.00	\$0.00
MOE	1	\$3,323,204.93	0.0000	\$0.00	\$0.00	\$0.00	\$3,323,204.93
Ultimate FLA/SSS2 Package training Tuition	4 ea	\$2,500.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$448,923.56</b>	<b>\$128,454.56</b>	<b>\$320,469.00</b>	<b>\$3,323,204.93</b>

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

The State of Maine will claim reimbursement for indirect costs over the course of the grant. The FY19 Stacap rate for the Maine State Police is 1.772%. Stacap calculation: Stacap is calculated on the total grant amount minus the equipment (all capital). The total grant of \$1,641,244 - \$220,000 = \$1,421,244 divided by 101.772% x 1.772% = \$24,745.94

Break down of Conference registration fees:

CVSA- 5 attendees x \$550=\$2,750  
COHMED- 3 attendees x \$550=\$1,650  
NAIC- 2 attendees x \$550=\$1,100

4162- CVSA Decals- .30 x 4162=\$1,248.60

CVSA membership dues -Level 2 State/Provincial/Territorial Member Dues-Region I- \$10,000

The 15% state match is part of Maine State Police funds that enforce CMV activities.

The match will consist of the full burdened pay of the Maine State Police-Lieutenant of Troop K (\$158,136) and the remainder of the state match will consist of the fully burdened pay of 6.55% of the Maine State Police Trooper K Troopers (\$16,233)

Use of MSP vehicles-each detail requires extensive use of State Police Vehicles. The hourly vehicle use rate has been determined to be \$20 an hour which covers fuel and maintenance costs. This is the same amount charged to all vendors requiring Maine State Police Services. \$20 x 7 vehicles x 549.71 hrs =\$76,959.96

There is an average of 7 associates performing 481 -8 hour details. 481 x 8 hours = 3848 hour divided by 7 equals 549.71 hours.

Our total share calculation is based on the required 15% state share of the total federal award-it is not broken down by category but instead is based on the Lieutenant's pay and a percentage of the Troop K regular wages. Neither of these are paid for with grant funds as identified above where we indicate what the match will consist of. Therefore, this amount has no been moved as requested.

New : The CVEU unit will train 4 associates to use the new electronic Control Unit Interrogation Tool Package to investigate Commercial Motor vehicles involved in crashes. The cost for this training will be covered by the tuition of \$2500 each. The trainer will come on site so no travel expenses for State employees will occur.

## 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	\$1,817,415.00	\$320,469.00	\$2,137,884.00

### Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$320,469.00
MOE Baseline:	\$3,323,204.93

### Estimated Expenditures

#### Personnel

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Motor Carrier Inspectors	\$135,595.20	\$0.00	\$135,595.20	\$0.00
MCI Supervisor-MCSAP	\$23,795.20	\$0.00	\$23,795.20	\$0.00
DPS Mechanic	\$42,036.80	\$0.00	\$42,036.80	\$0.00
<b>Salary Subtotal</b>	<b>\$201,427.20</b>	<b>\$0.00</b>	<b>\$201,427.20</b>	<b>\$0.00</b>
MCI-Border	\$145,177.76	\$0.00	\$145,177.76	\$0.00
MCI-New Entrant	\$33,592.83	\$0.00	\$33,592.83	\$0.00
Troopers-Special Detail	\$232,853.50	\$0.00	\$232,853.50	\$0.00
Troopers - Safety -outreach	\$17,142.20	\$0.00	\$17,142.20	\$0.00
<b>Overtime subtotal</b>	<b>\$428,766.29</b>	<b>\$0.00</b>	<b>\$428,766.29</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$630,193.49</b>	<b>\$0.00</b>	<b>\$630,193.49</b>	<b>\$0.00</b>

### Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCI Supervisor-MCSAP	\$7,927.92	\$0.00	\$7,927.92	\$0.00
MCI-MCSAP	\$16,737.13	\$0.00	\$16,737.13	\$0.00
OT-MCI-Supervisor-BEG	\$8,904.18	\$0.00	\$8,904.18	\$0.00
OT-MCI & Troopers-BEG	\$27,129.56	\$0.00	\$27,129.56	\$0.00
OT- MCI-NEG	\$17,808.37	\$0.00	\$17,808.37	\$0.00
Trooper Special Detail	\$96,328.36	\$0.00	\$96,328.36	\$0.00
DPS Mechanic	\$12,867.57	\$0.00	\$12,867.57	\$0.00
Trooper - Safety Outreach	\$5,600.88	\$0.00	\$5,600.88	\$0.00
<b>Fringe Benefits total</b>	<b>\$193,303.97</b>	<b>\$0.00</b>	<b>\$193,303.97</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Border Enforcement Road Checks	\$12,000.00	\$0.00	\$12,000.00	\$0.00
CVSA Conferences	\$45,000.00	\$0.00	\$45,000.00	\$0.00
MCSAP Planning Meeting	\$8,000.00	\$0.00	\$8,000.00	\$0.00
CMV Training	\$76,000.00	\$0.00	\$76,000.00	\$0.00
Grant Management Training	\$6,000.00	\$0.00	\$6,000.00	\$0.00
New Entrant Training	\$12,000.00	\$0.00	\$12,000.00	\$0.00
Advanced Road Crash	\$8,688.00	\$0.00	\$8,688.00	\$0.00
<b>Travel total</b>	<b>\$167,688.00</b>	<b>\$0.00</b>	<b>\$167,688.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Tahoe vehicles 4 wheel drive	\$141,000.00	\$0.00	\$141,000.00	\$0.00
License Plate Readers	\$126,000.00	\$0.00	\$126,000.00	\$0.00
Nissan Rouge	\$24,000.00	\$0.00	\$24,000.00	\$0.00
Ultimate FLA/SSS2 Package	\$25,000.00	\$0.00	\$25,000.00	\$0.00
Ford SUV (police Pkg)	\$38,000.00	\$0.00	\$38,000.00	\$0.00
<b>Equipment total</b>	<b>\$354,000.00</b>	<b>\$0.00</b>	<b>\$354,000.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms	\$23,743.00	\$0.00	\$23,743.00	\$0.00
FMCSA Handbooks	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Title 29A Motor Vehicle Statutes	\$1,170.00	\$0.00	\$1,170.00	\$0.00
LEOSR Manuals	\$1,267.00	\$0.00	\$1,267.00	\$0.00
CVSA OOSC	\$1,680.00	\$0.00	\$1,680.00	\$0.00
Stalker Radars	\$36,000.00	\$0.00	\$36,000.00	\$0.00
Inspection Tools	\$46,350.00	\$0.00	\$46,350.00	\$0.00
Consoles	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Office Supplies	\$225.00	\$0.00	\$225.00	\$0.00
Watch Guard in Cruiser	\$57,600.00	\$0.00	\$57,600.00	\$0.00
CVSA Pamphlets	\$740.00	\$0.00	\$740.00	\$0.00
<b>Supplies total</b>	<b>\$178,775.00</b>	<b>\$0.00</b>	<b>\$178,775.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Transcor Information Technology	\$144,000.00	\$0.00	\$144,000.00	\$0.00
MicroSurvey Software Inc	\$15,000.00	\$0.00	\$15,000.00	\$0.00
SecureWatch24	\$6,000.00	\$0.00	\$6,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$165,000.00</b>	<b>\$0.00</b>	<b>\$165,000.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Use of MSP Vehicles	\$76,959.96	\$0.00	\$76,959.96	\$0.00
CVSA Decals	\$1,248.60	\$0.00	\$1,248.60	\$0.00
Conference Registration fees	\$5,500.00	\$0.00	\$5,500.00	\$0.00
CVSA Membership Dues	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Indirect Cost/Stacap	\$24,746.00	\$0.00	\$24,746.00	\$0.00
Total State Share Calculation	\$0.00	\$320,469.00	\$320,469.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$3,323,204.93
Ultimate FLA/SSS2 Package training Tuition	\$10,000.00	\$0.00	\$10,000.00	\$0.00
<b>Other Costs total</b>	<b>\$128,454.56</b>	<b>\$320,469.00</b>	<b>\$448,923.56</b>	<b>\$3,323,204.93</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$1,817,415.02</b>	<b>\$320,469.00</b>	<b>\$2,137,884.02</b>	<b>\$3,323,204.93</b>
<b>Total Costs Budgeted</b>	<b>\$1,817,415.02</b>	<b>\$320,469.00</b>	<b>\$2,137,884.02</b>	<b>\$3,323,204.93</b>



**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	\$1,817,415.00	\$320,469.00	\$2,137,884.00

**Summary of MCSAP Funding Limitations**

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$320,469.00
MOE Baseline:	\$3,323,204.93

**Overtime Costs budgeted must be equal to or less than the 15 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.**

**Estimated Expenditures**

	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$201,427.20	\$0.00	\$201,427.20	\$0.00
Overtime Subtotal	\$428,766.29	\$0.00	\$428,766.29	\$0.00
Personnel Total	\$630,193.49	\$0.00	\$630,193.49	\$0.00
Fringe Benefits Total	\$193,303.97	\$0.00	\$193,303.97	\$0.00
Travel Total	\$167,688.00	\$0.00	\$167,688.00	\$0.00
Equipment Total	\$354,000.00	\$0.00	\$354,000.00	\$0.00
Supplies Total	\$178,775.00	\$0.00	\$178,775.00	\$0.00
Contractual and Subaward Total	\$165,000.00	\$0.00	\$165,000.00	\$0.00
Other Costs Total	\$128,454.56	\$320,469.00	\$448,923.56	\$3,323,204.93
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,817,415.02	\$320,469.00	\$2,137,884.02	\$3,323,204.93
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$1,817,415.02</b>	<b>\$320,469.00</b>	<b>\$2,137,884.02</b>	<b>\$3,323,204.93</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.*

### 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? John E. Cote
2. What is this person's title? Colonel
3. Who is your Governor's highway safety representative? Michael Sauschuck
4. What is this person's title? Commissioner

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

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

#### State Certification declaration:

I, John E. Cote, Colonel, on behalf of the State of MAINE, 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.

**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? John E. Cote
2. What is the title of your certifying State official? Colonel
3. What are the phone # and email address of your State official? John.e.cote@maine.gov 207-624-7202

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

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

I, John E. Cote, 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.

**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

INDIRECT COST RATE AGREEMENT  
STATE AGENCY

State of Maine Department of Public Safety  
104 Statehouse Station  
Augusta, ME 04333

March 6, 2018  
AGREEMENT NO. 2018-07  
Filing Reference: This replaces previous  
agreement 2017-04, dated March 2, 2017.

The purpose of this Agreement is to establish indirect cost rates for use in awarding and managing Federal grants and other assistance arrangements to which Appendix VII of 2 CFR § 200 applies. This agreement is issued by the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA) pursuant to the authority cited in 2 CFR § 200.

This Agreement consists of four parts: Section I - Rates and Bases; Section II - Particulars; Section III - Special Remarks; and, Section IV - Approvals.

Section I - Rate(s) and Base(s)

<u>Type</u>	<u>Effective Period</u>		<u>Rate</u>	<u>Base</u>	<u>Coverage</u>	
Fixed*	<u>From</u>	<u>To</u>			<u>Location</u>	<u>Applicability</u>
<u>INDIRECT RATE</u>						
Departmental	07-01-11	06-30-12	5.34 %	<u>1/</u>	All	All Programs
Departmental	07-01-12	06-30-13	5.69 %	<u>1/</u>	All	All Programs
Departmental	07-01-13	06-30-14	6.19 %	<u>1/</u>	All	All Programs
Departmental	07-01-14	06-30-15	4.99 %	<u>1/</u>	All	All Programs
Departmental	07-01-15	06-30-16	5.40 %	<u>1/</u>	All	All Programs
Departmental	07-01-16	06-30-17	5.64 %	<u>1/</u>	All	All Programs
Departmental	07-01-17	06-30-18	4.72 %	<u>1/</u>	All	All Programs
Departmental	07-01-18	06-30-19	3.77 %	<u>1/</u>	All	All Programs

1/ Modified Total Direct Costs: Total direct costs exclusive of equipment, flow-through funds, and individual sub-awards beyond the first \$25,000 in expenditures.

\* Divisional components of the Department may use indirect cost rates that are **LESS** (i.e. STA/CAP rates) than the approved Departmental indirect cost rate provided that:

1. The approved Departmental modified total direct cost base is used for STA/CAP rate claims; and
2. STA/CAP rate claims are reconciled to the approved SWCAP Section I – Allocated Cost amounts each year.

INDIRECT COST RATE AGREEMENT  
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ORGANIZATION: **State of Maine Department of Public Safety**

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**TREATMENT OF FRINGE BENEFITS:** Fringe benefits are specifically identified to each employee and are charged individually as direct costs.

**TREATMENT OF PAID ABSENCES:** Vacation, holiday, sick leave pay, and other paid absences are included in salaries and wages claimed on grants, contracts, and other agreements as part of the normal cost for salaries and wages. Separate claims for the costs of these paid absences are not made.

Section II - Particulars

**SCOPE:** The indirect cost rate(s) contained herein are for use with contracts, grants, and other financial assistance agreements awarded by the Federal Government to the **State of Maine Department of Public Safety** and subject to 2 CFR § 200.

**LIMITATIONS:** Application of the rate(s) contained in this Agreement is subject to any and all statutory or administrative limitations on the use of funds, and payment of costs hereunder are subject to the availability of appropriations applicable to a given contract, grant or other financial assistance agreement. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (A) that no costs other than those incurred by **State of Maine Department of Public Safety** are included in the indirect cost pools as finally accepted, and that such costs are legal obligations of the Organization and allowable under the governing cost principles; (B) that the same costs that have been treated as indirect costs are not claimed as direct costs; (C) that similar types of information which are provided by the Organization, and which were used as a basis for acceptance of rates agreed to herein, are not subsequently found to be materially incomplete or inaccurate; and (D) that similar types of costs have been accorded consistent accounting treatment.

**ACCOUNTING CHANGES:** Fixed or predetermined rates contained in this Agreement are based on the accounting system in effect at the time the Agreement was negotiated. When changes to the method of accounting for cost affect the amount of reimbursement resulting from the use of these rates, the changes will require the prior approval of the authorized representative of the cognizant negotiation agency. Such changes include, but are not limited to, changing a particular type of cost from an indirect to a direct charge. Failure to obtain such approval may result in subsequent cost disallowances.

**FIXED RATE:** The negotiated rate is based on an estimate of the costs which will be incurred during the period to which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between the cost used to establish the fixed rate and the actual costs.

**NOTIFICATION TO OTHER FEDERAL AGENCIES:** Copies of this document may be provided to other Federal agencies as a means of notifying them of this agreement.

INDIRECT COST RATE AGREEMENT  
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**AUDIT:** If a rate in this Agreement contains amounts from a cost allocation plan, future audit adjustments which affect this cost allocation plan will be compensated for during the rate approval process of a subsequent year.


**Section III - Special Remarks**

1. This Agreement is effective on the date of signature by the authorized representative of the Federal Government.
2. Questions regarding this Agreement should be directed to Patricia Dickerson by email at [patricia.dickerson@dot.gov](mailto:patricia.dickerson@dot.gov), or by telephone at 202-366-7087.
3. Approval of the rate(s) contained herein does not establish acceptance of the Organization's total methodology for the computation of indirect cost rates for years other than the year(s) herein cited.

**Section IV - Approvals**

**For the State Agency:**

**State of Maine Department of Public Safety**  
104 Statehouse Station  
Augusta, ME 04333

  
\_\_\_\_\_  
Signature

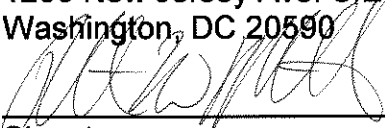
Janet Joyeux  
\_\_\_\_\_  
Name

Assistant to the Commissioner  
\_\_\_\_\_  
Title

3.22.18  
\_\_\_\_\_  
Date

**For the Federal Government:**

U.S. Department of Transportation  
Federal Motor Carrier Safety Administration  
1200 New Jersey Ave. S.E.  
Washington, DC 20590

  
\_\_\_\_\_  
Signature

Robert W. Miller  
\_\_\_\_\_  
Name

Acting Chief Financial Officer  
\_\_\_\_\_  
Title

3/15/18  
\_\_\_\_\_  
Date

State of Maine - Office of the State Controller  
STACAP - Statewide Cost Allocation Plan

FY2019 Indirect Cost Rates

Dept	STACAP Unit	Unit Table	Indirect Cost Rate
16A	219	16219 DEPARTMENT OF PUBLIC SAFETY	1.790%
16A	219C	16219 BUREAU OF CAPITOL SECURITY	1.790%
16A	219E	16219 CONSOLIDATED EMERGENCY COMMUNICATIONS BUREAU	1.790%
16A	221	16221 BUREAU OF HIGHWAY SAFETY	1.133%
16A	222	16222 BUREAU OF STATE POLICE	1.772%
16A	224	16224 OFFICE OF THE STATE FIRE MARSHAL	1.134%
16A	228	16228 MAINE CRIMINAL JUSTICE ACADEMY	14.922%
16A	230	16230 MAINE DRUG ENFORCEMENT AGENCY	0.430%
16A	633	16633 GAMBLING CONTROL BOARD	0.991%
16A	656	16656 BUREAU OF CAPITOL POLICE	0.000%





U.S. Department  
of Transportation

Federal Motor Carrier  
Safety Administration

1200 New Jersey Avenue, SE  
Washington, DC 20590

July 26, 2018

In Reply Refer To: MC-CR  
FY 2019 Pre-Award MSP

Colonel John E. Cote, Chief  
Maine State Police  
42 State House Station  
45 Commerce Drive  
Augusta, ME 04333-0042

Dear Mr. Cote:

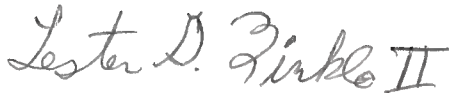
We are in receipt of the Maine State Police's Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the Maine State Police's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2019. We do request that the Maine State Police notify FMCSA's Office of Civil Rights should it be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the Maine State Police to ensure that the Title VI Program Compliance Plan is updated with the additional information.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the Maine State Police is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the Maine State Police is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or [lester.finkle@dot.gov](mailto:lester.finkle@dot.gov).

Sincerely,

  
*for* Kennie J. May, Sr.  
Director  
Office of Civil Rights

Cc: Christopher Parr, Staff Attorney, Maine State Police  
Michelle Ward, Contract/Grant Specialist, Maine State Police  
Eric Adair, Division Administrator, Maine Division Office  
Alan Vitcavage, State Program Manager, Maine Division Office



U.S. Department  
of Transportation

Federal Motor Carrier  
Safety Administration

Maine Division  
Edmund S. Muskie Federal Building  
40 Western Avenue, Room 411  
Augusta, ME 04330  
207-622-8358  
FAX 207-622-8477  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

Mr. Robert Nichols  
Lieutenant  
Maine State Police, Troop K  
20 State House Station  
Augusta, ME 04330-0020

June 14, 2018

Dear Lt. Nichols,

Your request for a 30-day extension for submitting the FY 2019 electronic Commercial Vehicle Safety Plan (eCVSP) and budget to my office for review is approved.

We understand this year's plan requires a coordinated effort of working with your sub-grantees and want to ensure you have sufficient time to plan and collaborate with these agencies.

Please ensure your eCVSP is completed and in the eCVSP System no later than August 31, 2018. If there is assistance we can offer for the success of this year's plan, please contact Alan Vitcavage, State Program Specialist, Maine Division, FMCSA, at 207-512-3054.

We look forward to working with you this year, if you have any questions regarding this approval, or if you need further information, please don't hesitate to call me at (207) 622-8358.

Sincerely,

Eric C. Adair  
Division Administrator

## 19 MCSAP Justification for Exceeding the 15% Overtime Allowance

**From:** Nichols, Robert N  
**Sent:** Friday, October 05, 2018 1:17 PM  
**To:** Ward, Michelle <Michelle.Ward@maine.gov>  
**Subject:** RE: 19 eCVSP Personnel category

As representatives of the State of Maine, our mission is to keep our state a safe place to live and visit. We maintain order, protect life, and property, and reduce fear of crime by providing diverse, high quality law enforcement services.

The Maine State Police Troop K- Commercial Vehicle Enforcement Unit is dedicated to ensuring safe travel on the roadways for all members of the traveling public as well as protecting the infrastructure that the people of Maine depend on. Troop K is also tasked with combating crime in all its forms. We approach this endeavor by utilizing an "all crimes-all hazards" in our day to day operations. These goals can be achieved only through a comprehensive approach to crash reduction, size and weight enforcement, and by ensuring compliance with both the Federal Motor Carrier Safety Regulations, State Laws, and Hazardous Materials Regulations.

Maine's budget request for FY 2018 proposes to exceed the 15% allowance on overtime spending. The justification for this is due to the manner in which we conduct our Border Enforcement activities. The Maine State Police do not fund any regular salary positions with grant monies due to the unpredictable nature of funding. Instead, grant monies are utilized to conduct various initiatives on an overtime basis. This is the way that we have operated for many years. With the inclusion of BEG activities in the MCSAP grant under the FAST Act, and our desire to utilize 15% of our total MCSAP grant to expand our MCSAP activities, our total overtime request will be 35%.

Maine was granted this request for FY 2017. Because of this, we were able to expand our MCSAP functions with overtime activities targeting everything from distracted driving to increased passenger vehicle inspections. The ability to utilize overtime funds allowed us to successfully expand MCSAP activities and specifically target identified problem times and locations that are outside of our normal work schedule, all while continuing an extremely successful Border Enforcement program that has existed since its inception as a Northern Border Grant.

