



CALIFORNIA

Commercial Vehicle Safety Plan

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

Fiscal Years 2021 - 2023

Date of Approval: June 15, 2021

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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 (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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 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.

REMINDERS FOR FY 2021:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The mission of the California Highway Patrol (CHP) is to provide the highest level of Safety, Service, and Security. This is accomplished through four departmental goals:

Protect Life and Property – We make California a great place to live, work, and travel by reducing fatalities, injuries, and crime.

Enhance Public Trust Through Superior Service – We are committed to providing first class customer service through the expansion of valuable programs, and through demonstrating departmental accountability and efficiency.

Invest in Our People – We develop and support our workforce to sustain a world-class organization.

Anticipate Public Safety and Law Enforcement Trends and Provide Assistance to Allied Agencies – Respond to emerging law enforcement demands with allied agencies' need for support, training, and assistance.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

The Governor of the State of California has designated the CHP as the lead agency to administer the CVSP for which the MCSAP grant is being awarded. The CHP has the legal authority, resources, and qualified personnel necessary for the enforcement of the state CMV carrier and hazardous materials (HM) safety rules and regulations. The California Department of Motor Vehicles (DMV) administers the MCSAP requirement for registrants of CMVs to demonstrate, at the time of registration, knowledge of the Federal Motor Carrier Safety Regulations (FMCSR) and Federal Hazardous Materials Regulations.

The CHP conducts an allied agency class where CHP personnel train various California law enforcement allied agencies on topics such as: commercial registration, commercial driving under the influence (DUI), commercial driver license (CDL) requirements, weight laws, size laws, permit loads, vehicle equipment requirements, loading regulations, hours-of-service (HOS), and lighting laws. However, these California law enforcement allied agencies are not authorized as North American Standard (NAS) certified inspectors, as they are not MCSAP participating agencies. Additionally, the CHP maintains a comprehensive Commercial Enforcement Program (CEP) and is recognized as a national leader in CMV safety. Over the years, the CHP's CEP has evolved to include regulations promulgated by the Federal Motor Carrier Safety Administration (FMCSA) and procedures and protocols of the Commercial Vehicle Safety Alliance (CVSA). The guiding force in this evolution has always been the safe operation of CMVs as they traverse the state highways. The CHP's on-highway CEP incorporates two distinct approaches to enhance highway safety: education and enforcement.

The CHP does not submit an annual Training Plan to the National Training Center (NTC), however, the CHP coordinates scheduling training courses with the NTC and is fully self-sufficient with training staff.

COMMERCIAL VEHICLE ENFORCEMENT FACILITIES

Currently, the CHP staffs 54 Commercial Vehicle Enforcement Facilities (CVEF). Each CVEF is categorized based on its primary function, staffing needs, size, location, and physical configuration. These CVEF categories are Class A, Class B, Class C, or Class D. There are five Class A facilities which are located at strategic ports of entry into the State of California and may be used by other state or local agencies. There are 15 Class B facilities located along major highway routes which may also be used by other state or local agencies. There are 15 Class C facilities which are located at strategic points on major highway routes. Class C facilities are not equipped with covered inspection areas and direct their primary focus on vehicle inspections during daylight hours. There are 19 Class D facilities which are located at strategic points on major and secondary highway routes. Class D facilities are designed for the primary focus of weighing vehicles. Within those CVEFs, the CHP operates 61 fixed (static) scales, which are owned by the California Department of Transportation (Caltrans). Grapevine, Castaic, San Onofre, Cordelia eastbound (E/B), Cordelia westbound (W/B), Otay Mesa, Nimitz northbound (N/B), and Nimitz southbound (S/B) CVEFs are each equipped with two static scales to accommodate the high volume of CMV traffic.

All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Staffing levels at these facilities are based upon the operational objectives of the individual facility and related factors including facility classification, point of entry, command status, hours of operation, and enforcement needs.

MOBILE ROAD ENFORCEMENT

The CHP currently deploys 154 mobile road enforcement (MRE) officers (sworn personnel) responsible for regulating the operation and inspections of CMVs on highways and roadways not otherwise monitored by a CVEF.

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM FUNDED PERSONNEL

There is one sergeant, one officer, and three analysts who serve as coordinators for various functions of the MCSAP. These positions are assigned to Enforcement and Planning Division, Commercial Vehicle Section (CVS), located at CHP Headquarters in Sacramento, California. Adequate office space is dedicated for their use.

The 11 MRE MCSAP dedicated officers are assigned to CHP field Divisions and CVEF commands at strategic locations throughout California. The MRE officers conduct on-highway and rural road traffic enforcement and inspections of CMVs. The MRE officers, commercial enforcement officers, Motor Carrier Specialists (MCS) (non-sworn personnel), and Commercial Vehicle Inspection Specialists (CVIS) (non-sworn personnel) are involved in the inspection of CMVs during strike force operations. The MRE officers also conduct migrant worker transportation inspections and traffic enforcement of non-CMV drivers for unsafe operation around CMVs. Adequate office space is provided at each assigned location to allow for the processing of required MCSAP documentation.

All personnel working within California's MCSAP are existing full-time employees of the CHP. The following is a list of position classifications and assignments funded and dedicated 100 percent to the MCSAP:

Number	Title
1	Sergeant (CVS)
1	Officer (CVS)
11	Officer (MRE)
1	Associate Accounting Analyst
1	Senior Accounting Officer
1	Supervising Program Technician II
5	Program Technician II
1	Information Technology Specialist (ITS) I
3	Associate Governmental Program Analyst (AGPA)
1	Staff Services Analyst (SSA)
Number	Border Enforcement
3	Sergeant
11	Officer
15	CVIS

Part 1 Section 4 - MCSAP Structure**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	CALIFORNIA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	1114
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	489
Traffic Enforcement Activities	553
Investigations *	235
Public Education and Awareness	95
Data Collection and Reporting	72
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations *	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

Trend Analysis for 2015 - 2019

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	375	0.08	0.10
01/01/2017	12/31/2017	406	0.09	0.11
01/01/2016	12/31/2016	378	0.08	0.11
01/01/2015	12/31/2015	323	0.09	0.09
01/01/2014	12/31/2014	325	0.08	0.10

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: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
FMCSA Motor Carrier Management Information System (MCMIS), A&I, run date of 07/06/2020.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	25	19	25
01/01/2018	12/31/2018	24	19	24
01/01/2017	12/31/2017	26	20	26
01/01/2016	12/31/2016	38	20	38
01/01/2015	12/31/2015	22	22	22

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: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Statewide Integrated Traffic Records System (SWITRS), run date of 07/06/2020.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	6	5	6
01/04/2018	12/31/2018	8	5	8
01/01/2017	12/31/2017	5		5
01/01/2016	12/31/2016	2		2
01/01/2015	12/31/2015	5		5

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

FMCSA, A&I data, Run date of 07/06/2020, <https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>. California's SWITRS, run date 07/06/2020.

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

In 2016, there were 378 fatalities involving large trucks and/or buses in California. Since 2016, California's fatalities have increased from 378 to 406 in 2017. The increase in the number of fatalities in 2016 and 2017 was due, in part, to five singular large trucks or buses crashes involving 28 fatalities. California's fatality rate decreased in 2018 from 406 to 375. The 2018 rate per 100 million VMT decreased from 0.11 in 2017 to 0.10.

PASSENGER CARRIER CRASHES

California's number of bus fatalities increased from 22 in 2015 to 38 in 2016. The increase in the number of bus fatalities in 2016 was, in part, due to two singular bus crashes involving 17 fatalities. However, bus fatalities decreased from 38 in 2016 to 26 in 2017 and 24 in 2018. The CHP has developed an active passenger vehicle (PV) inspection program with a goal of enhancing passenger carrier safety in California. Through this program, the CHP conducts inspections on passenger CMVs and drivers at stations, highway rest areas, terminals, border crossings, maintenance facilities, planned destinations, or other locations where a motor carrier may make a planned stop that provides reasonable accommodations for passengers. Due to the necessity to limit the time a PV is delayed during an inspection, the PV becomes a priority vehicle and every effort is made to inspect the vehicle as quickly as possible. The safety and comfort of passengers traveling on a PV which is placed out-of-service (OOS) is a priority when selecting the OOS location.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL

The CHP is responsible for incident command at HM incidents which occur within departmental jurisdiction. This responsibility includes safeguarding those at the scene, the motoring public, and all other potential victims on or off the highway. Additional responsibilities include an awareness of the potential danger an incident may pose to surrounding water, land, and air, and consideration of what steps should be taken to mitigate the danger. Enforcement personnel are trained to manage operations at an emergency scene in a timely and professional manner. The CHP will continue its crash reduction efforts through CMV inspections; traffic enforcement; public outreach and education; and passenger and HM transportation safety. The CHP did not establish a goal for 2015 through 2017 for fatality HM crashes.

Narrative Overview for FY 2021 - 2023**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.**ALL CMV CRASHES**

The CHP has established a goal of 0.09 fatalities per 100 million VMT in 2021-2023. Additionally, the CHP realizes DUI enforcement has been effective in reducing fatal crashes. Truck-at-fault fatal and injury crashes with a primary crash factor (PCF) of DUI of alcohol and/or drugs has increased since 2015. The following table shows an analysis of truck-at-fault fatal and injury crashes from 2015 to 2019:

Truck-At-Fault Crashes	2015	2016	2017	2018	2019
PCF: Driver Alcohol/Drugs - Fatal	2	6	4	5	6
PCF: Driver Alcohol/Drugs - Injury	51	50	44	53	47
TOTAL	53	56	48	58	53

The CHP will track and report the number of drivers who were determined to be DUI and evaluate these statistics obtained through the strike force summary sheets quarterly. Monitoring will be accomplished through monthly and quarterly statistical reports (strike force summaries) collected by the MCSAP grant coordinator and included in the quarterly reports to the FMCSA. An evaluation will be noted in the number of drivers identified to be DUI during MCSAP-funded strike force operations. Additionally, the CHP will conduct four NAS Level I inspection training classes and three Allied Agency Commercial Enforcement training classes.

PASSENGER CARRIER CRASHES

According to data obtained from MCMIS through FMCSA's Web site, the number of bus fatalities in California has decreased from 38 in 2016 to 25 in 2019. Additionally, the number of fatal and non-fatal bus crashes in California declined from 1,020 in 2017, to 928 in 2019. California will continue its effort to reduce PV fatalities and crashes. For the CHP to succeed in bus crash reduction, it is necessary to continue an active PV inspection program, with the focus on enhancing passenger carrier safety in California. This will be accomplished by continuing to train personnel on PV inspections and increasing MCSAP-funded bus strike forces. The CHP has established a goal of no more than 20 fatalities for the calendar year 2021.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL

California has experienced an increase in the number of HM carriers. According to the CHP Hazardous Materials Licensing Unit, California issued 3,220 licenses in 2018 and 3,260 in 2019. This increase demonstrates a potential for an exposure to an HM incident and HM related traffic crashes on California highways. Therefore, the CHP will concentrate efforts to diminish the possible occurrence of increased HM incidents and HM related traffic crashes. During the 2018 MCSAP grant cycle, the CHP trained 205 personnel to conduct HM, cargo tank (CT)/radiological materials (RAM), other bulk packages inspection (OBPI), and Level VI inspections. The CHP will continue its HM collision reduction efforts through HM inspections. This will be accomplished by MCSAP-funded strike forces and training classes. The CHP will deploy personnel trained to perform HM inspections during MCSAP-funded strike forces. The CHP has established a goal of no more than five fatalities for the calendar year 2021 involving HM with release/spill.

Enter the data source and capture date:

FMCSA Analysis & Information (A&I) data, Run date of 07/06/2020,

<https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>. California's SWITRS, run date 07/06/2020.

Projected Goal for FY 2021 - 2023:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	3
2022	3
2023	3

CMV CRASHES: The CHP has established a goal of 0.09 fatalities per 100 million VMT in 2021-2023 reducing the number of DUI commercial truck-at-fault fatal and injury traffic crashes. PASSENGER CARRIER CRASHES: The CHP has established a goal of no more than 20 fatalities for the calendar year 2021. HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL: The CHP has established a goal of no more than five fatalities for the calendar year 2021 involving HM with release/spill.

Program Activities for FY 2021 - 2023: 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.

Due to a reduction of funding from FMCSA in the amount of \$435,899.90 and the ongoing pandemic, changes were made to our grant goals, as well as training classes.

CMV CRASHES:

Program Activity 1: The CHP will conduct a total of **400** MCSAP-funded CMV, non-CMV, HM, CT/RAM, Migrant Worker Transportation, Cone Zone, and bus related strike force operations statewide for 2021-2023, during which all drivers will be screened for DUI. The CHP personnel performing enforcement activities will focus on violations. These strike force operations will include high risk crash corridors and rural roads.

Program Activity 2: The CHP will conduct **two** NAS Level I training classes.

Program Activity 3: The CHP will conduct **one** Allied Agency Commercial Enforcement training classes.

Program Activity 4: The CHP will participate in CVSA events; (i. e., Brake Safety Week, International Roadcheck, and Operation Safe Driver Week.)

PASSENGER CARRIER CRASHES:

Program Activity 1: The CHP will conduct **45** MCSAP-funded bus strike forces (including small [10-15 passenger] buses) statewide.

Program Activity 2: The CHP will conduct **one** PV inspection classes, with an emphasis on the enforcement of driver-focused inspections and OOS criteria.

Program Activity 3: The CHP will conduct **24** MCSAP-funded Migrant Worker Transportation strike forces in high density agricultural counties.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL:

Program Activity 1: The CHP will conduct **55** HM strike forces with an emphasis on CT/RAM carriers transporting HM in appropriate vehicles statewide.

Program Activity 2: The CHP will conduct the following classes: **one** general hazardous materials inspection, **one** CT/RAM, one OBPI, one Radioactive Materials Transportation and Enforcement Instructor Training, and one Level VI.

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.
CMV CRASHES:

Performance Measurement 1: The CHP will track and report the number of drivers who were determined to be DUI and evaluate these statistics obtained through strike force summary sheets quarterly. Monitoring will be accomplished through monthly and quarterly statistical reports (strike force summaries) collected by the MCSAP grant coordinator and included in the quarterly reports to the FMCSA. An evaluation will be noted in the number of drivers identified to be DUI during MCSAP-funded strike force operations.

Performance Measurement 2: NAS Level I - Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. The data will be reported on a quarterly basis to the FMCSA.

Performance Measurement 3: Allied Agency Commercial Enforcement - Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. The data will be reported on a quarterly basis to the FMCSA.

Performance Measurement 4: The CHP will participate in CVSA events in 2021-2023. The statistics obtained during each event will be collected and included in the MCSAP quarterly reports to the FMCSA.

PASSENGER CARRIER CRASHES:

Performance Measurement 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Measurement 2: Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. This data will be reported on a quarterly basis to the FMCSA.

Performance Measurement 3: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions to the MCSAP grant coordinator at the conclusion of each strike force event. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL:

Performance Measurement 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing the statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Measurement 2: Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. This data will be reported on a quarterly basis to the FMCSA.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2021 - 2023.

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 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	337413	271807	306361	332715	328779
Level 2: Walk-Around	52228	65932	76354	71083	83631
Level 3: Driver-Only	106469	78381	101114	120868	119207
Level 4: Special Inspections	4531	5516	2338	3654	3698
Level 5: Vehicle-Only	67056	68065	71876	72518	74084
Level 6: Radioactive Materials	6	6	5	3	4
Total	567703	489707	558048	600841	609403

Narrative Overview for FY 2021 - 2023

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

The CHP currently has 54 CVEFs. Each CVEF is categorized based on its primary function, staffing needs, size, location, and physical configuration. These CVEF categories are Class A, Class B, Class C, or Class D. There are five Class A facilities which are located at strategic ports of entry into the State of California and may be used by other state or local agencies. There are 15 Class B facilities located along major highway routes which may also be used by other state or local agencies. There are 15 Class C facilities which are located at strategic points on major highway routes. Class C facilities are not equipped with covered inspection areas and direct their primary focus on vehicle inspections during daylight hours. There are 19 Class D facilities which are located at strategic points on major and secondary highway routes. Class D facilities are designed for the primary focus of weighing vehicles. Within those CVEFs, the CHP operates 61 fixed (static) scales, which are owned by Caltrans. Grapevine, Castaic, San Onofre, Cordelia E/B, Cordelia W/B, Otay Mesa, Nimitz N/B, and Nimitz S/B CVEFs are each equipped with two static scales to accommodate the high volume of CMV traffic. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Staffing levels at these facilities are based upon the operational objectives of the individual facility and related factors including facility classification, point of entry, command status, hours of operation, and enforcement needs. Additionally, the CHP deploys approximately 154 MREs throughout the state for roadside enforcement.

The CHP conducts inspections of CMV drivers to ensure they are in compliance with the most current, applicable state and federal regulations. During these inspections, commercial enforcement personnel are able to detect if commercial drivers are under the influence of alcohol and/or controlled substances. All CHP personnel are provided quarterly and in-service training which provides basic training to detect drivers impaired by alcohol and/or controlled substances. Each CHP patrol unit and CVEF has preliminary alcohol screening devices readily available for alcohol screening of CMV drivers. When a CHP employee makes a traffic enforcement stop on a CMV, at minimum, a Level III inspection is conducted.

The state's objective is to ensure all motor carriers are registered pursuant to federal and/or California laws and regulations, as appropriate. Additionally, appropriate enforcement action will be taken against motor carriers who are not appropriately registered; motor carriers whose registration is suspended, revoked, or canceled; or when a motor carrier is operating beyond the scope of its registration. Appropriate enforcement action will also be taken against interstate motor carriers who are not in compliance with the Unified Carrier Registration. Training is provided for officers/inspectors to check the operating authority status of every vehicle inspected. Additionally, CHP policy provides guidelines for checking the existing operating authority. California uses multiple databases within Iteris InSPECT to identify out-of-state carriers; origins and destinations; and vehicle identification number (VIN) data to enforce federal OOS orders. Enhanced training is included in the CHP departmental Level I inspection training course. The state will maintain diligent enforcement of federal OOS orders during roadside inspections and traffic enforcement activities. During the data quality process, all challenges and inspections are reviewed to ensure compliance with policy.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2021, 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: CALIFORNIA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 890

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	265200	6450	820	272470	49.93%
Level 2: Walk-Around	33770	1375	300	35445	6.49%
Level 3: Driver-Only	175680	4070	320	180070	33.00%
Level 4: Special Inspections	1520	95	40	1655	0.30%
Level 5: Vehicle-Only	24895	920	30275	56090	10.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	501065	12910	31755	545730	

MCSAP subrecipient agency

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

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2021:	0

Summary

Projected Goals for FY 2021 - Roadside Inspections Summary

Projected Goals for FY 2021 Summary for All Agencies					
MCSAP Lead Agency: CALIFORNIA HIGHWAY PATROL					
# certified personnel: 890					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	265200	6450	820	272470	49.93%
Level 2: Walk-Around	33770	1375	300	35445	6.49%
Level 3: Driver-Only	175680	4070	320	180070	33.00%
Level 4: Special Inspections	1520	95	40	1655	0.30%
Level 5: Vehicle-Only	24895	920	30275	56090	10.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	501065	12910	31755	545730	

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.

Note: States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	530000	0	0	530000
Enter total number of certified personnel	890	0	0	890
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	530000	0	0	530000
Enter total number of certified personnel	890	0	0	890

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

☐ **The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.**

Trend Analysis for 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2021 - 2023**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 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	0	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

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

The CHP does not conduct cargo tank facility reviews. However, the CHP will continue conducting terminal inspections of motor carriers from which one or more cargo tanks is operated as part of the CHP's Basic Inspection of Terminals (BIT) program. During 2019, the CHP conducted 139 terminal inspections of motor carriers whom operate cargo tanks resulting in 933 cargo tank inspections. Additionally, the CHP conducted 11,259 terminal inspections of motor carriers of property as part of the BIT program.

The inspected terminals were selected for inspection based upon their California Performance Safety Score (CPSS). The CPSS is derived from the FMCSA Safety Measurement System Behavior Analysis and Safety Improvement Category (BASIC) percentiles. Generally, carriers with a BASIC percentile at or above the federal alert level will have all California terminals selected for inspection.

During a BIT inspection, a CHP MCS will inspect a sample of regulated vehicles, maintenance records, and driver records to determine if the motor carrier is in compliance with applicable motor carrier safety related statutes and regulations. If the motor carrier transports HM or hazardous waste, relevant hazardous materials transportation and employee training records will also be inspected. The CHP may use the CVSA Level I on-highway vehicle inspection reports to fulfill the terminal vehicle inspection sample requirements. However, the vehicle inspection must have been completed within 90 calendar days of the BIT inspection.

If each category is rated satisfactory, the composite terminal rating will be satisfactory, and the next inspection is based on the performance-based inspection selection system. If any category is rated unsatisfactory, the motor carrier is informed of the unsatisfactory condition, specific direction is given to correct the unsatisfactory condition, and a reinspection will be scheduled within 120 days to ensure the motor carrier has corrected the unsatisfactory condition.

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.

California shows all BIT terminals requiring inspections through our Carrier Information Reporting and Evaluation System (CIRES) program. The BIT terminals requiring inspections are shown in CIRES as CPSS, Hazardous Materials, never before inspected, unsatisfactory rated, and conditional rated terminals. The CPSS terminals requiring inspections are updated every month with information from the FMCSA. The CHP's CVS periodically distributes overdue lists of terminals requiring inspections to all CHP Division Motor Carrier Safety Units (MCSU). Additionally, our CHP Division MCSUs submit monthly reports to the CHP CVS with all BIT terminals completed.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2015 - 2019**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		
01/01/2019	12/31/2019	42002	42002
01/01/2018	12/31/2018	37338	37338
01/01/2017	12/31/2017	36135	36135
01/01/2016	12/31/2016	129430	129430
01/01/2015	12/31/2015	21121	21121

☒ **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.**

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2019	12/31/2019	684914	471035
01/01/2018	12/31/2018	1113481	639170
01/01/2017	12/31/2017	1114696	557704
01/01/2016	12/31/2016	1411262	1411262
01/01/2015	12/31/2015	19834	19834

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

All data was provided by the CHP's Support Services Section, July 9, 2020. When a CHP CEP uniform employee makes a traffic enforcement stop on a CMV, at minimum, a Level III inspection is conducted. However, CHP uniform employees not assigned to the CEP make traffic enforcement stops on CMVs as well. These employees don't always conduct an inspection of the CMV and driver. In addition, allied agencies within California also make traffic enforcement stops on CMVs. These traffic enforcement stops don't always include an inspection of the CMV and driver as well. The CHP does not have the ability to query the number of traffic enforcement stops on CMVs, conducted by CHP employees, and determine how many of these traffic enforcement stops included an inspection of the CMV and driver. Additionally, the CHP does not have the ability to obtain this information in regard to traffic enforcement stops on CMVs conducted by allied agencies. Number of Documented CMV Traffic Enforcement Stops with an Inspection: The data provided for 2015 is the number of CHP 215s, Notice to Appear, issued as a result of traffic enforcement stops on CMVs. The data provided for 2016 is the total known number of citations (CHP 215s and CHP 281s, Notice to Correct) issued as a result of traffic enforcement stops on CMVs. The data submitted for 2017-2019 with this eCVSP, as well as past eCVSPs, was the total number of inspections conducted on CMVs not only during traffic enforcement stops, but at fixed facilities as well. Number of Citations and Warnings Issued: The data provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on CMVs. The data provided for 2016 is the total number of citations (CHP 215s and CHP 281s) issued as a result of traffic enforcement stops on CMVs. The data submitted for 2017-2019 with this eCVSP is the total number of CHP 214s, Written Warning, CHP 215s, CHP 281s, and verbal warnings issued as a result of all CMV inspections conducted statewide. Number of Documented Non-CMV Traffic Enforcement Stops: The data provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on non-CMVs. The data provided for 2016 is the number of CHP 215s and CHP 281s issued as a result of traffic enforcement stops on non-CMVs. The data submitted for 2017-2019 with this eCVSP, as well as past eCVSPs, was the total number of CHP 214s, CHP 215s, CHP 281s, motorist services, and verbal warnings issued to the drivers of non-CMVs statewide. Number of Citations and Warnings Issued: The data submitted for 2017-2019 with this eCVSP the total number of CHP 214s, CHP 215s, CHP 281s, and verbal warnings issued to the drivers of non-CMVs statewide. The data provided for 2015 is the total number of citations (CHP 215s) issued as a result of traffic enforcement stops on non-CMVs. The data provided for 2016 is the total number of citations (CHP 215s and CHP 281s) issued as a result of traffic enforcement stops on non-CMVs. Due to the passage of Assembly Bill 953 in California, law enforcement agencies began collecting additional information from traffic enforcement stops and public contacts. The collection of this additional data began in July of 2018. The CHP currently collects data on the number of written and verbal warnings issued by uniform employees; however, the CHP can't query that data specific to types of vehicles. The CHP is currently researching methods in which we can extrapolate this data through software changes/updates.

Narrative Overview for FY 2021 - 2023

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](#).

Problem Statement 1: California's 2018 rate for CMV related fatalities is 0.10 per 100 million VMT. The CHP will establish a goal of 0.09 per 100 million VMT in 2021-2023. For California to meet this goal, it is imperative the CHP continue traffic enforcement activities. The CHP has continued to conduct comprehensive, highly visible traffic enforcement with an emphasis on problem areas such as high risk crash corridors, rural routes, and PCFs. The CHP will accomplish this through the 400 strike forces conducted within California in remote areas and at various locations including, but not limited to; highways, rural routes, and high risk crash corridors. The CHP will conduct strike force operations any day of the week ranging from four to ten hours each, utilizing approximately 250 officers or sergeants.

Problem Statement 2: The construction work zone process interrupts normal driving patterns and increases the risk of traffic crashes. Construction work zones, by their very nature, create changes in traffic patterns, narrowed traffic lanes, and involve large CMVs which often make sudden maneuvers in and out of the construction zone and into roadway traffic. This, coupled with drivers frustrated by traffic congestion and reduced work zone speed limits, can sometimes lead to aggressive driving, further increasing the risk of traffic crashes. Due to the difference in size and weight, traffic crashes between passenger vehicles (e.g., sedan, pickup truck, sport utility vehicle, motorcycle) and CMVs are more likely to result in serious injuries and fatalities.

Between the years of 2017 and 2019, California experienced an average of 54 fatal crashes resulting in an average of 60 fatalities within construction work zones. Additionally, one construction worker was killed in 2018 while working within a construction zone.

Traffic crash data was obtained from the Fatality Analysis Reporting System on July 8, 2020. Worker fatality data was obtained from the Bureau of Labor Statistics.

Year	Fatal Crashes	Total Fatalities	Worker Fatalities
2019	57	63	0
2018	59	69	1
2017	45	47	0

Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	100000	100000	100000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	900000	900000	900000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	10000	10000	10000

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States 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 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
545730	0	2760	548490	471542

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

Due to a reduction of funding from FMCSA in the amount of \$435,899.90 and the ongoing pandemic, changes were made to our grant goals.

Performance Objective 1: The CHP will perform strike force operations with the goal of reducing the 2018 rate of 0.10 CMV fatal crashes per 100 VMT in California to 0.09 during 2021-2023.

Program Activity Plan 1: The CHP will conduct 100 MCSAP-funded non-CMV strike force operations statewide. During these strike force operations CHP will emphasize the importance of safe operation around CMVs for the non-CMV driver.

Employees will focus on Primary Crash Factors (PCF) of driving under the influence of alcohol/drugs; unsafe speed; following too closely; wrong side of the road; improper passing; improper lane, unsafe lane change; improper turning; and automobile right-of-way violations attributed to fatal truck involved crashes and injury truck involved crashes in 2021.

Performance Measurement Plan 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator.

Monitoring and Reporting 1: Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Objective 2: The CHP's goal is to obtain a measurable decrease in the number of injury and fatal traffic crashes occurring within marked construction work zones. A proactive approach to construction work zone safety is critical in the reduction of injury and fatal traffic crashes within construction work zones. The CHP will gather data on the number and types of traffic violations occurring within construction work zones.

Program Activity Plan 2: The CHP will conduct 70 high-visibility strike force operations throughout California. During these strike force operations, employees will be deployed within, as well as, immediately before and after construction work zones. Employees will focus on PCFs, including, but not limited to: driving under the influence of alcohol/drugs, unsafe speed within 400 feet of a construction work zone, following too closely, unsafe passing, unsafe lane change, and right-of-way violations such as the "Move Over" law. Additionally, strike forces may be coordinated in conjunction with the Construction/Maintenance Zone Enhanced Enforcement Program operations to enhance the safety of the motoring public, Caltrans employees, and CHP employees within highway construction work zones.

Performance Measurement Plan 2: The strike force operation activities will be measured through strike force summary reports, submitted by Divisions, and compiled by the MCSAP grant coordinator. The grant coordinator will collect measurable data which will be analyzed to determine if the enforcement activities were effective in reducing the number of violations occurring within construction work zones.

Monitoring and Reporting 2: Monitoring will be accomplished by reviewing the data gathered through strike force summaries collected by the MCSAP grant coordinator. An evaluation of strike force activity will be provided based on the number of operations conducted quarterly and submitted in a quarterly report to FMCSA.

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Full Participation	Yes

Available data sources:

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

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

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

Narrative Overview for FY 2021 - 2023

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 for FY 2021 - 2023: 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.

The California Department of Motor Vehicles (CADMV) Registration Operations Division (ROD) is requesting resources of \$400,000 via the California Highway Patrol (lead state agency) beginning in federal FY 2021. Funding resources will be utilized to cover 1) contractual costs for the maintenance/support and modifications to DMV’s International Registration Plan (IRP) system used for registering apportioned commercial vehicles, and 2) travel costs to attend the Performance Registration Information Systems Management (PRISM) workshop in support of PRISM program activities.

I. Problem Statement

Apportioned vehicle registration systems must be adequately maintained to evolve and comply with PRISM registration requirements 1-15 and maintain the Innovative Technology Deployment (ITD) core requirements. Regular database maintenance and modifications are vital for continued IRP registration processing and maintaining compliance with PRISM and core ITD functions. Timely and accurate data exchanges with federal systems are essential for registration and enforcement efforts. It allows for accurate record keeping and promotes commercial motor vehicle safety. Periodic modifications to DMV IRP systems are necessary to ensure information technology infrastructure and systems stay in alignment with federally imposed changes. DMV's IRP systems must evolve to support policy changes directed by federal agencies and balloted IRP changes impacting PRISM processes and ITD functions.

II. Project Goal(s) and Objectives

To maintain alignment with the intent of the PRISM program, CADMV continues to identify motor carriers and hold them responsible for the safety of their operations from a registration perspective. Carrier performance is improved through a comprehensive system of identifications, data gathering, safety monitoring and treatment. The main goal of CADMV's project is to cover IRP database maintenance/support and modification costs in keeping with PRISM program activities. The requested resources will further support and enrich DMV's existing PRISM program by aligning program administration with the goal to promote commercial motor vehicle safety. Lastly, this request is in alignment with DMV's service goal to improve roadway safety through internal programs and partnerships by enhancing the quality, completeness, timeliness, and uniformity of safety data and the sharing among federal, state, and local agencies, and stakeholders.

III. Work Plan

Project Goal Statement: This project will address DMV operational costs to support continue IRP registration processing, federal data exchanges, and enhanced PRISM and ITD program activities. An adequately maintained IRP database is vital to support PRISM program requirements and will promote a more efficient Compliance, Safety, Accountability (CSA) Program to support and enrich DMV's PRISM program by better aligning program administration with Federal Motor Carrier Safety Administration's (FMCSA) goal of promoting commercial motor vehicle safety.

-

System Maintenance and Support

The intent of the PRISM program is to link federal motor carrier safety information systems with state commercial vehicle registration and licensing systems. Requested resources will address maintenance costs for DMV's IRP vehicle registration database impacting PRISM processes. This is in alignment with existing national PRISM program priorities and would support DMV's PRISM program activities, thus ensuring sufficient support services are provided for its information system. Maintenance services include:

- Ensure daily registration processing and support corresponding data exchanges to/from FMCSA
- Database management
- Data correction assistance
- Monitor DMV's infrastructure connectivity
- Assist DMV with periodic PRISM baseline reporting
- Help desk support
- Troubleshooting support

System Modifications

DMV's IRP system must evolve to comply with policy and procedural changes mandated by the federal government and the IRP Board of Directors (e.g., IRP balloted changes). Requested resources will address contractual costs for IRP system modifications to support and enhance PRISM and ITD activities. Modifications will improve data quality and consistency related to registration, fees, and safety data shared among member jurisdictions. IRP system changes include maintaining:

- Interfaces and data exchanges with federal systems (PRISM/SAFER/CVIEW)
(For example, Amazon Web Services, FMCSA/SAFER uploads and downloads; T0020/21/22/41 etc.)
- IRP system to comply with policy and procedural changes (PRISM/SAFER/CVIEW)
(For example, Unified Registration System, maintaining suspension types; MCSIP Steps, etc.)
- IRP Clearinghouse compliance (ITD)

Travel

The PRISM workshop is an annual forum for stakeholders at the federal and state level who administer commercial motor carrier regulatory programs. Interactive discussions include topics focuses on PRISM programs, state compliance, best practices, technology solutions, and enforcement strategies.

Estimated Award Date: September 1, 2020

Activity/Milestone	Timeframe	Estimated Start	Estimated Completion	Estimated Outcome
Travel	Award + TBD	TBD	TBD	Attendance will support PRISM program participation to improve public safety through external partnerships from the transportation regulatory community.
Contractual Services- Database Maintenance & Modifications	Award + 23 months	October 2020	September 2022	Contractual services will support: -continued IRP registration processing -federal interfaces & data exchanges (PRISM/SAFER/CVIEW) -policy and procedural changes (PRISM/SAFER/CVIEW) -enhanced PRISM program activities
Contractual Services- Database Modifications	Award + 23 months	October 2020	September 2022	Contractual services will support: -core ITD program activities

IV. Evaluation or Monitoring Plan

Proposed Strategy	Project Activity Measure:	Data Source	Communicating Results	Responsible Party /Agency
Travel	PRISM	Best Practices	To: DMV/CHP How: Quarterly Grant Reporting	ROD - Registration Policy & Development via CHP
Database Maintenance & Modifications	PRISM	Best Practices Contractor	To: DMV/ Contractor How: Status Meetings, Monthly Status Reports	ROD - Registration Policy & Development via Contractor
Database Maintenance &	ITD	Best Practices	To: DMV/	ROD - Registration Policy

Modifications		Contractor	Contractor	& Development via Contractor
			How: Status Meetings, Monthly Status Reports	

V. Organizational Capacity

California has a population of approximately 40 million people. DMV's mission is to serve the public by providing quality licensing and motor vehicle-related services. The department employs approximately 9,700 people to support its main function of licensing drivers and registering vehicles. On an annual basis, the DMV registers approximately 35 million vehicles and licenses approximately 26 million drivers.

Other major functions performed by the DMV include:

- Recording ownership (certificate of title) of the vehicles DMV registers
- Maintaining driving records (accidents and convictions) of licensed drivers
- Issuing identification cards for individuals
- Registering and recording ownership of vessels
- Licensing and regulating driving and traffic violator schools and their instructors
- Licensing and regulating vehicle manufacturers, transporters, dealers, distributors, vehicle salespeople, and dismantlers
- Administering the Financial Responsibility Law
- Investigating consumer complaints
- Maintaining records in accordance with the law

The department collects and tracks nearly \$11 billion in revenue each year. These funds are then distributed to:

- Local governments and environmental agencies
- State agencies and departments including California Highway Patrol, Caltrans, California Air Resources Board, Department of Justice, and DMV
- California's General Fund

The IRP is a registration reciprocity agreement currently comprised of 59 jurisdictions in the United States and Canada. California has participated in this agreement since 1985. IRP allows commercial motor carriers to pay apportioned registration fees based on the total distance operated in two or more IRP jurisdictions. The base jurisdiction calculates and collects the license fees that are due to all jurisdictions where the registrant will travel and issues operating indicia (plates, validation stickers, and registration cards) valid in those IRP jurisdictions. The California IRP program is one of many programs administered by the department. Currently, the IRP program supports registration related activity of approximately 24,000 CA based carriers.

The IRP database maintenance and support coincides with DMV's strategic goals of aligning DMV products, services, and resources with current and evolving customer needs by ensuring the department's database is technically compliant with PRISM Program requirements related to vehicle registration.

This project aligns with DMV's Strategic Business Plan by relying on internal programs to improve the quality, completeness, timeliness, and uniformity of safety data and partnerships with other safety-related government agencies and stakeholders to help make California roadways safe.

Previous Projects

- IRP System Replacement Project - DMV replaced its IRP system as the previous processing system was antiquated and in need of modernization. The state was unable to achieve key requirements of the program and lost revenue due to system inefficiencies and limitations. To accommodate the department's needs, a Commercial-Off-The Shelf (COTS) software package was purchased and customized for California-specific requirements, and interfaces to accounting and mainframe vehicle databases were created. In August 2008, the \$3 million project was successfully deployed.
- Performance and Registration Information Systems Management (PRISM) Implementation Project - DMV was the lead agency in a collaborative effort with the California Highway Patrol (CHP). PRISM originated as a pilot project mandated by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. The goal was to explore the benefits of using State commercial vehicle registration sanctions as an incentive to improve motor carrier safety. Congress authorized funding through the Transportation Equity Act for the 21st Century (TEA-21) to expand PRISM nationally. The IRP commercial vehicle registration process of the states provides the framework for the PRISM program. It establishes a system of accountability by ensuring that no vehicle is plated without first identifying the motor carrier responsible for the safety of the vehicle during the registration year. Through PRISM, information system connections between participating IRP vehicle registration agencies and the FMCSA provide the ability to check the safety status of motor carriers prior to issuing or renewing IRP registration. In July 2009, the \$1.250 million project (PZ-CA-04-01) was successfully deployed in California. This project aligned DMV with the requirements of AB 2736 (Ch. 169; Stats. of 2006), as well as federal requirements (TEA-21) for apportioned vehicles. Under the PRISM program, the fundamental responsibilities of DMV include:
 - Suspending a motor carrier's IRP registration in conjunction with an FMCSA order to cease interstate operation; and/or
 - Denying renewal of IRP registration to any motor carrier that is prohibited from operating in interstate commerce by the FMCSA.
- Eliminate the Registrant Only Designation - The FMCSA issued, through the federal register, Vol. 76.54288, a requirement for all IRP jurisdictions to eliminate the use of United States Department of Transportation (USDOT) numbers with a 'Registrant Only' designation such as non-shipper/non-carrier on their database systems effective September 1, 2012. Compliance required several database, system, and form changes to make IRP Account and Fleet-level entities have USDOT assignments optionally, as well as to review and revise current CA registrants. In November 2012, the \$164,000 project (FM-PZG-0016-12-01-00) was successfully implemented.

- iv. Unified Registration System (URS) and PRISM procedural changes - As a result of Federal rulemaking effective October 23, 2015, the FMCSA requires registrants to submit required federal registration and biennial update information to the agency via a new electronic on-line Unified Registration System (URS). Biennial updates were already required of all interstate motor carriers, Intermodal Equipment Providers (IEPs), and Hazardous Materials Safety Permit (HMSP) applicants. On and after October 23, 2015, brokers, freight forwarders, and cargo tank facilities under FMCSA jurisdiction will also be subject to federal reporting requirements.

Other modifications included changes to PRISM implementation techniques. The amendment required modifications to the IRP system and procedural changes that URS imposed on DMV's issuance of credentials under the International Registration Program (IRP). Changes included eliminating the PRISM requirement to verify information that is currently submitted via FMCSA MCSA-1 forms. The current requirements involve both date validation (to ensure that the last date the carrier updated the MCSA-1 was within 24 months of the expiration date of the fleet) and certain qualifying attributes for USDOT entities. DMV's vendor made several modifications to the core system and procedural flow, including changes to correspondence and reports. The \$100,000 project (FM-PZG-0038-14-01-00) was deployed successfully in June 2015.

- v. Data analytics and database maintenance - To support and enhance PRISM program activities. Funding resources will be utilized to improve motor carrier screening protocols and extend database maintenance/support costs for the PRISM component of DMV's IRP system. The \$135,000 project (FM-PZG-0057-15-01-00) is underway.
- vi. Database maintenance and travel costs - To support and enhance PRISM program activities. Funding resources were utilized to extend database maintenance/support costs for the PRISM component of DMV's IRP system and cover travel costs to attend the PRISM workshop in Washington D.C. June 2017. (FM-PZG-0066-16-01-00)
- vii. Database maintenance and application development costs - To support and enhance PRISM program activities. Funding resources were utilized to extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. (FM-MCG-0350-17)
- viii. Database maintenance and application development costs - To support and enhance PRISM program activities. Funding resources were utilized to extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. (FM-MCG-0406-18)
- ix. Database maintenance and application development costs - To support and enhance PRISM program activities. Funding resources were utilized to travel, extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. (FM-MCG-0461-19)
- x. Database maintenance and application development costs - To support and enhance PRISM program activities. Funding resources were utilized to travel, extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. (FM-MCG-0547-20)

Regular budget, accountability, and internal program controls will be utilized to ensure the appropriate use of the federal resources being requested. Program accountability and evaluation will include meetings, monthly budget and expenditure reviews, and monitoring. Staff will provide quarterly reports to FMCSA regarding program operations, as applicable.

The Project Manager is assigned and a core team is organized using DMV Subject Matter Experts. Weekly project status meetings are held with management to stay informed of any issues that arise. In addition, administrative meetings/discussions are also held periodically with program staff to discuss updates on project progress, expenditures, and invoices. Further, the IRP system vendor is contractually required to provide on a monthly basis, written status reports with the current status and future activities planned.

DMV is contracted with Legatus Solutions Corporation (LSC) which is headquartered in Herndon, Virginia, and provides maintenance and support services including software modifications. LSC provides professional services in the areas of information technology system modernization and support for automated processing systems. They deliver enterprise IT and network services; data, and knowledge management services; business system solutions; including logistics and material readiness. The specific software designed and successfully installed at DMV is Legatus Solutions' MCARRIER™ software toolkit. The major system functions include support for the (IRP) and corollary functions of PRISM and SAFER. MCARRIER™ includes support for credential inventories of various items, cab card and license presentation, interfaces, and worklist/workflow roles according to DMV specific business rules. Interfaces were also developed to interact with existing vehicle registration, accounting, and federal systems.

In addition to the contract vendor staff, other DMV project staff includes:

Bernard Soriano, Authorized Designated Official (Authorized signer) - Authorized to sign agreements

Angela Marbray, Program Director (Interim Program Manager) - Provides daily oversight

Holly Allen, Financial Officer (Grants Manager) - Administers grant program finances

Suk Medeiros (Grant Administrator) - Provides daily grant program support

VI. Issue Mitigation

DMV has contractual mechanisms in place to ensure problems that may arise are mitigated successfully; namely monthly reporting, payment stipulations, and service/support. First, the vendor maintaining the IRP system is contractually required to provide monthly status reports which outlines work completed, work planned next, significant issues encountered, and any solutions implemented or proposed. All proposed tasks need DMV approval prior to the vendor beginning any work through the Deliverable Expectation Document (DED) process. Upon conclusion, contract work is submitted for DMV review and approval or rejection through the use of the Deliverable Acceptance Document (DAD). DMV has sole determination as to whether a deliverable is acceptable, and has been successfully completed. Signed acceptance is required from the DMV's Contract Manager before processing an invoice for payment. Further, DMV is not obligated to pay for any services provided during a period for which the contractor has not provided status reports or timesheets. Lastly, should issues arise after task implementation and payment is made, the department has a maintenance contract it can utilize which includes 24/7 maintenance services/support for system related issues. The vendor has a proven track record of responding to identified system issues and constraints by responding quickly with solutions that allow for continued operational efficiency in the processing of CA IRP vehicle registrations.

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2015 - 2019

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

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	1525	1224	1431	1273	1243
CMV Safety Belt Education and Outreach	602	834	1431	1273	1243
State Trucking Association Meetings	24	24	2	8	1
State-Sponsored Outreach Events	25	48	16	20	14
Local Educational Safety Events	70	108	48	107	107
Teen Safety Events	610	312	601	938	1090

Narrative Overview for FY 2021 - 2023

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.

Due to a reduction of funding from FMCSA in the amount of \$435,899.90 and the ongoing pandemic, changes were made to our grant goals for educational seminars.

A major component of crash reduction is involvement in education to the CMV industry. Education is essential in continuing efforts to reduce CMV-related fatalities. This objective is to inform CMV drivers about safely sharing the highways and to educate the trucking industry about federal and state CMV/carrier inspection procedures. The CHP has a safety program for teen and mature drivers discussing the hazards of driving. Additionally, the CHP conducts outreach to the farm labor vehicle community highlighting the importance of vehicle safety inspections, as well as education regarding the safe transportation of migrant workers. The CHP's Commercial Industry Education Program (CIEP) presentations (Carrier Safety Talks) discuss CMV safety belt use and safety, therefore, Carrier Safety Talks and CMV safety belt education and outreach have the same number for activities for 2017-2019.

California will conduct 700 educational seminars during 2021-2023. The seminars will provide information regarding the commercial vehicle inspection process and DUI information will be provided. Approximately 95 CHP personnel will be participating in public education and outreach activities.

The CHP conducts Teen Distracted Drivers Education and Enforcement and Adult Distracted Drivers seminars.

The CHP anticipates conducting a train-the-trainer class for the statewide CIEP coordinators to provide updated information for CIEP presentations and obtain feedback from the instructors regarding the program.

Projected Goals for FY 2021 - 2023

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 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	800	1000	1000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	800	1000	1000
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10	12	15
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	12	15	20
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	25	30	35
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	400	420	450

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.

Performance Activity 1: California will conduct 700 educational seminars during 2021-2023. The seminars will provide information regarding the commercial vehicle inspection process and DUI information will be provided. Approximately 95 CHP personnel will be participating in public education and outreach activities.

Performance Measurement 1: Each completed seminar summary sheet will be reviewed and submitted by the Division CIEP coordinators and routed to the MCSAP grant coordinator. The number of educational seminars completed and number of attendees will be included in quarterly reports to FMCSA.

Performance Activity 2: The CHP will conduct one CIEP train-the-trainer class.

Performance Measurement 2: Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. The data will be reported on a quarterly basis to the FMCSA.

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

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

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

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

Available data sources:

- [FMCSA website SSDQ information](#)

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

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 2021 - 2023.

SSDQ Category	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

07/06/2020

Narrative Overview for FY 2021 - 2023

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.).

Program Activities FY 2021 - 2023: Describe activities that will be taken to maintain a "Good" overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a "Good" rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

Performance Objective: To maintain an overall SSDQ rating of "Good" for the timeliness of reporting of crash and inspection data uploaded to the federal SafetyNet database, thereby, providing accurate and timely records for both state and national data users during the 2021-2023 grants.

Activity Plan: The CHP will monitor and evaluate the effectiveness of its CMV Safety Program Data Quality (DataQ) Objectives to maintain an overall SSDQ rating of "Good".

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.

Performance Measurement 1: The CHP will use the following strategies to maintain the non-fatal crash completeness (NFCC) measure. The NFCC measure estimates how many non-fatal crash records each state should be reporting to the MCMIS and the range of reported non-fatal crash records.

Performance Monitoring 1: The CHP will review the paper and electronic crash forms to ensure all required data is being captured and that procedures for identifying crash reports are adequately being reported to the FMCSA. The CHP will review these items and report quarterly on the findings.

Performance Measurement 2: Through personnel overtime, with a concentration on inspection VIN accuracy, crash accuracy, and any record data quality to correct errors, SafetyNet Unit personnel will upload fatal and eligible accident reports to MCMIS within FMCSA's 90-day guideline with an average upload of 30 days or below.

Performance Monitoring 2: This will be measured through SafetyNet and MCMIS reports and reflected in the quarterly report. Data accuracy and crash upload times will be measured through SafetyNet and MCMIS reports. . An evaluation for non-match rates for accidents will be provided using their quarterly decreases/increases in percentages/upload days.

Performance Measurement 3: The CHP will participate in the FMCSA's DataQ system and comply with the ten-day national standard for reporting.

Performance Monitoring 3: Information obtained via MCMIS will be reviewed for timeliness and responded to accordingly. Monitoring will be accomplished through statistical reports collected by the MCSAP coordinator and included in the quarterly reports to the FMCSA.

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.201](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

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

Trend Analysis for 2015 - 2019

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

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	2853	2094	2631	3451	3434
Intrastate	0	0	0	0	0
Total Audits	2853	2094	2631	3451	3434

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 2021 - 2023

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: The Statutory time limit for processing and completing interstate safety audits is: If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2021 - 2023

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	580	0	600	0	600	0
# of Safety Audits (Offsite)	2180	0	2200	0	2200	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	2760	0	2800	0	2800	0
# of Non-Audit Resolutions	0	0	0	0	0	0

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

Due to a reduction of funding from FMCSA in the amount of \$435,899.90 and the ongoing pandemic, changes were made to our grant goals for safety audits.

The CHP, pursuant to the agreement with and under the auspices of the FMCSA, conducts New Entrant (NE) program safety audits on NE motor carriers in California. Completion of safety audits and contact with NE motor carriers during the first 18 months of operation helps determine the level of motor carrier safety management controls that are in place. Education and outreach efforts during the first 18-month period promotes good compliance habits among carriers at the beginning of their highway transportation careers. Safety audits, as well as education and outreach efforts, help reduce the number of negligent and unsafe motor carriers operating within California.

As reported in MCMIS, California safety auditors completed 3,371 safety audits during the 2018-2019 Federal Fiscal Year (FFY), and 2,598 safety audits through June 15, 2020, in the 2019-2020 FFY. During the same period, California safety auditors completed 4,200 NE program related actions encompassing:

- Carrier operation-type changes.
- Carrier inactivations.
- Refusal to permit the conduct of the safety audit (No-shows).
- Unable to locate (No contact).
- No-contact records.

The CHP currently has approximately 69 safety auditors statewide to conduct NE safety audits. Training is provided to ensure a sufficient number of safety auditors are available to conduct NE safety audits. The CHP anticipates training additional certified NE safety auditors through an initial auditor certification course, if necessary.

During this grant period, in-service training will be conducted, if necessary, to familiarize safety auditors with the following curriculum by the NTC:

- Changes in safety audit requirements from the Moving Ahead for Progress in the 21st Century Act.
- Required training related to the proper application of the FMCSR.
- New Entrant Safety Assurance Program (NESAP) policies and procedures for conducting safety audits.
- New Mobile Client Application software.

Activity Plan for FY 2021 - 2023: 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.

California has a unique threefold approach to the program: conducting enforcement, providing education/training, and utilizing advanced technology. This methodology will be accomplished by conducting field safety audits; training current and new safety audit personnel on the proper application of the FMCSRs; and utilizing wireless network connection devices.

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.

California's approach has been effective in enhancing public safety and reducing the number of crashes and fatalities involving large trucks and commercial buses. California expects to continue its approach for FFY 2021.

In order to maintain certification and as required by federal regulations, each auditor must complete 24 audits in a 12-month period at least six of which must be onsite audits. The requirement to complete 24 safety audits and 32 roadside inspections will remain the same. New safety auditors will have up to the last day of the next performance cycle to complete a minimum of six supervised onsite safety audits, and the remaining 18 may be supervised onsite or offsite safety audits. The 32 roadside inspections remain unchanged. California expects current certified safety auditors to maintain their certification and the CHP anticipates conducting 2,760 safety audits through the NE program for FFY 2021. California Highway Patrol personnel must conduct NE safety audits only on federally-funded overtime.

Part 2 Section 10 - Border Enforcement

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 2015 - 2019

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

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	14563	14234	24919	21533	13917
Level 2: Walk-Around	1398	1975	3982	2889	1852
Level 3: Driver-Only	8577	8206	15691	12701	5499
Level 4: Special Inspections	0	0	24	561	2
Level 5: Vehicle-Only	0	0	0	14	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	24538	24415	44616	37698	21270

Narrative Overview for FY 2021 - 2023

☐ The State chooses not to engage in border enforcement activities in FY 2021 - 2023. 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). FMCSA encourages States to examine their previous years of 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 2021 - 2023

Summarize projected border enforcement activities in the table below.

Note: An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into ASPEN.

Projected Goals for FY 2021 - 2023 - Border Enforcement			
	FY 2021	FY 2022	FY 2023
Number of International Commerce Regular CMV	22000	22000	22000
Number of International Commerce HM	10	10	10
Number of International Commerce Passenger	10	10	10
Total International Commerce Inspections	22020	22020	22020
Number of Fixed Facility International Inspections	22000	22000	22000
Number of Non-Fixed Facility International Inspections	20	20	20
Traffic Enforcement	30	30	30
Strike Force Activities (CMVs)	30	30	30
Strike Force Activities (Passenger CMVs)	25	35	35

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.

The CHP's understanding of the data requested for the table concerning traffic enforcement and strike force activities CMV/PV is the number of strike forces being conducted.

The CHP does not conduct, gather, or report any data to FMCSA that is worded in this manner. However, the CHP does conduct traffic enforcement, CMV strike forces, PV strike forces, international motorcoach inspections, traffic enforcement of CMVs on high risk crash corridors with enforcement focused on international commerce, and international commerce CMV Inspections at remote border sites away from border crossings.

The Border Enforcement's (BE) goal is to conduct international motorcoach inspections, CMV traffic enforcement within high risk crash corridors with enforcement focused on international commerce, traffic enforcement on high risk crash corridors dedicated to unsafe driving of CMVs, HM/CT vehicles, and international commerce CMV inspections at remote border sites away from border crossings. These strike forces will focus on conducting safety inspections of CMVs engaged in international commerce. The strike forces will be conducted within high risk crash corridors and at remote sites away from border crossings, but within Imperial and San Diego counties, including, but not limited to: Interstate (I)-5, I-805, and I-8, as well as the cities of San Ysidro, Otay Mesa, Chula Vista, San Diego, El Centro, and Calexico.

The CHP's primary goal, as related to BE, is to reduce the number of CMV fatal crashes in California by ensuring CMVs involved in the cross-border movement of freight and passengers are in compliance with all state and FMCSA regulatory requirements.

Commercial Vehicle Section's Grants Unit obtained the total number of inspections completed through designated personnel summary reports completed by grant funded designated personnel assigned to Otay Mesa, Tecate, and Calexico CVEFs, as well as strike force summary reports completed by personnel that worked BE strike forces. The total amount for 2019 inspections is data received through July 1, 2020.

The CHP has integrated BE into the overall commercial program for the State of California, enhancing the state's existing MCSAP. Border Enforcement covers CMV safety, enforcement, and education activities in and around the California/Mexico border for the FFY 2021. The purpose of BE is to increase the number of NAS inspections on CMVs involved in foreign commerce and Mexico-based CMVs along the California/Mexico border area, targeting corridors where there is a significant amount of international traffic.

A major component of crash reduction is involving the CMV industry and the motoring public in education. The CHP will use education and training to assist in the reduction of the number of fatal crashes involving CMVs by providing officers/inspectors training and relevant information on issues pertaining to the United States-Mexico-Canada Agreement (USMCA). In addition, the CHP will provide education to Mexico-based carriers through the Mexican Commercial Industry Education Program (MCIEP) seminars.

The purpose of USMCA training is to provide relevant information on issues pertaining to USMCA and the current United States (U.S.)/Mexico cross border program. Personnel are given instruction on the nuances related to operating authority and credentialing requirements specific to the U.S./Mexico cross border participants.

The purpose of MCIEP seminars is to educate the large number of Mexico-based CMV carriers and drivers entering California. Many of these carriers and drivers are not familiar with California's laws, rules, and regulations. Drivers unfamiliar with the rules of the road pose a danger on California's roadways. The uniform and nonuniform CHP employees who work daily with CMVs involved in international commerce (Calexico, Otay Mesa, and Tecate CVEFs) pass out brochures and provide information pertaining to the MCIEP. These companies are encouraged to participate in this bilingual educational opportunity to assist them in maintaining compliance with federal and state laws, and improve their commercial safety rating.

Border Enforcement will provide additional staffing required at Callexico, Otay Mesa, and Tecate CVEFs, enabling them to operate when the U.S. Customs and Border Protection is operational. The designated personnel will conduct inspections on CMVs and/or their drivers engaged in international commerce at the Callexico, Otay Mesa, and Tecate CVEFs. The goal is to designate 29 CHP employees to BE activities. All personnel working within California's BE (3 sergeants, 11 officers, and 15 CVISs) are existing full-time employees of the CHP.

Activity Plan for FY 2021 - 2023: Describe the specific activities planned to reach border enforcement goals.

Due to a reduction of funding from FMCSA in the amount of \$435,899.90 and the ongoing pandemic, changes were made to our PV inspection grant goals, as well as MCIEP educational seminars.

The USMCA training coordinators will conduct training classes for 30 CHP commercial enforcement personnel during the grant cycle. Each participant will complete a survey evaluating the USMCA training class. Training for USMCA will be for CHP personnel throughout the state. By request, the USMCA training is provided by CHP field personnel. Travel may be necessary for the USMCA training coordinators to conduct classes.

The CHP will conduct 20 MCIEP seminars, as requested by the public or scheduled by the CHP. Travel may be necessary for the MCIEP instructors to conduct MCIEP seminars. The MCIEP seminars will be given at the location requested by industry, and the information is updated for the specific needs of the carrier, as needed. Commercial enforcement personnel not specifically assigned to the international border are encouraged to promote the program to all companies, whether involved in international commerce or otherwise.

The CHP will conduct inspections on CMVs and/or drivers involved in foreign commerce. During the NAS inspections, the following status checks will be emphasized: CDL verification, vehicle registration, operating authority, and financial responsibility. The data from the NAS inspections will be collected by the BE coordinator and submitted to FMCSA in the quarterly reports.

Activity Plan Objective 1: International Motorcoach Inspections

The CHP will conduct inspections of PVs engaged in international commerce at locations including, but not limited to: terminals, border crossings and destination locations, or other locations where a motor carrier may make a planned stop.

The CHP will conduct 25 PV strike force operations during the 2021-2023 grant cycle. Border personnel will conduct the PVs strike force operations with an emphasis on: CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance.

Activity Plan Objective 2: High Crash Corridor

The CHP will conduct CMV enforcement activities (inspections and traffic enforcement) targeting high risk crash corridors where there is a significant amount of international traffic. Currently, the CHP does not gather data from traffic crashes involving CMVs regarding whether the CMV was involved in international commerce at the time. However, the CHP will focus efforts on high risk crash corridors including, but not limited to: I-5, I-805, and I-8. These freeways are located in and around the California/Mexico border within Imperial and San Diego counties.

The CHP will conduct 30 strike force operations on high risk crash corridors, 23 of which will be dedicated to performing safety inspections on CMVs. Border personnel will conduct the high risk crash corridor strike force operations with an emphasis on: CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance. The FMCSA has identified oversight of CT operations as its primary HM enforcement vulnerability. Therefore, based on the higher level of risk when compared to the transportation of non-bulk HM, the CHP will focus on the maintenance and repair of CTs, as well as ensuring CT carriers are transporting HM in the appropriate vehicles. Additionally, the CHP will focus on driver behavior/unsafe driving including, but not limited to: DUI/impaired driving, unsafe speed, unsafe lane change, and following too closely.

Sergeants and officers will conduct a minimum of seven strike force operations dedicated to the traffic enforcement for unsafe driving of CMV and HM/CT vehicles within high risk crash corridors. These strike force operations, focusing on driver behavior/unsafe driving, will result in citations, including, but not limited to: driving under the influence/impaired driving, unsafe speed, unsafe lane change, and following too closely. The strike force operations will assist in the reduction of traffic crashes involving CMVs and HM/CT vehicles, protect lives, and prevent property damage.

Activity Plan Objective 3: International Commerce

The CHP will conduct inspections of CMVs engaged in international commerce at remote sites where known international commerce activity occurs, in and around the California/Mexico border. These activities will be conducted, where there is no official border crossing facility, in and around the cities of Otay Mesa, San Ysidro, Chula Vista, San Diego, El Centro, and Callexico.

Border enforcement personnel will conduct 30 CMV and HM strike force operations at remote locations during the grant cycle. Border personnel will conduct the CMV and HM strike force operations with an emphasis on CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance. The FMCSA has identified oversight of CT operations as its primary HM enforcement vulnerability. Therefore, based on the higher level of risk when compared to the transportation of non-bulk HM, the CHP will focus on the maintenance and repair of CTs, as well as ensuring CT carriers are transporting HM in the appropriate vehicles.

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.

The goal is to provide USMCA training to 30 commercial enforcement personnel. These activities will be measured by the class rosters provided by the USMCA training coordinator and will be forwarded to the BE coordinator for review. Monitoring will be accomplished by providing the BE coordinator the prescheduled class information for review. At the conclusion of the training, each participant will complete a survey evaluating the training provided by the USMCA training coordinator, which will be forwarded to the BE coordinator for evaluation.

The goal is to conduct 20 MCIEP seminars during the grant cycle. These activities will be measured by reviewing the MCIEP summary reports submitted by Border Division, and will be compiled by the MCIEP coordinator and forwarded to the BE coordinator. The BE coordinator will review the MCIEP summaries to track the number of seminars. An evaluation will be provided based on the number of seminars.

The goal of the designated personnel at the Calexico, Otay Mesa, and Tecate CVEFs shall be to conduct 22,000 inspections on CMVs involved in international commerce. These activities will be measured through the data collected from designated personnel summary reports. Monitoring will be accomplished by reviewing the attendance reporting documents submitted by each designated employee. An evaluation will be provided based upon the statistical data provided in the designated personnel summary reports.

Performance Measurement Objective 1:

These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by Border Division at the conclusion of each strike force event, to the BE grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the BE coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Measurement Objective 2:

These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by Border Division at the conclusion of each strike force event, to the BE grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the BE coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Measurement Objective 3:

These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by Border Division at the conclusion of each strike force event, to the BE grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the BE coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

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. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

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

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT 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.

Narrative Overview for FY 2021 - 2023

Enter your State's OOS Catch Rate percentage if below 85 percent: 67%

Projected Goals for FY 2021 - 2023: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2021	85
2022	85
2023	85

The CHP will maintain the goal of 85 percent for OOS carriers cited for violating the OOS orders during roadside inspections for the 2021-2023 grant cycles.

Program Activities for FY 2021 - 2023: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

California will communicate with commands statewide to provide information and/or training to departmental personnel at in-service training classes. The CHP will request FMCSA reports to determine if OOS carriers are being identified during the inspection process and will report to Area commanders the number of inspections conducted where OOS carriers were not identified. The CHP will require Divisions to ensure commercial enforcement personnel have maintained access and utilize appropriate FMCSA information systems to check carrier status during the inspection process. The CHP will conduct statewide training on the proper use/detection of federal OOS orders utilizing key databases and Iteris InSPECT. Additionally, the CHP is working with Iteris to update their software to help identify and document OOS orders.

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.

Performance Measurement: The state will maintain diligent enforcement of federal OOS orders during roadside inspections and traffic enforcement activities.

Performance Monitoring: California will monitor and report the number of inspections conducted on OOS carriers and the action taken on a quarterly basis. The information will be compared with the FMCSA provided report of OOS carriers inspected.

Part 3 Section 2 - Passenger Carrier Enforcement

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Narrative Overview for FY 2021 - 2023

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

The CHP has not identified a significant passenger transportation safety problem. However, the CHP will continue conducting terminal inspections of passenger vehicle carriers as part of the CHP's comprehensive off-highway inspection program. During 2019, the CHP conducted 5,949 terminal inspections of passenger vehicle carriers.

The inspected terminals were selected for inspection based upon a statutory requirement that every terminal, from which a passenger vehicle is operated, be inspected at least once every 13 months. During a terminal inspection, a CHP MCS will inspect a sample of regulated vehicles, maintenance records, and driver records to determine if the motor carrier is in compliance with applicable motor carrier safety related statutes and regulations. The CHP may use the CVSA Level I on-highway vehicle inspection reports to fulfill the terminal vehicle inspection sample requirements. However, the vehicle inspection must have been completed within 90 calendar days of the terminal inspection.

If each category is rated satisfactory, the composite terminal rating will be satisfactory. If one or more category is rated unsatisfactory, the motor carrier is informed of the unsatisfactory condition and specific direction is given to correct the unsatisfactory condition. Consequently, an unsatisfactory terminal safety rating is assigned and a reinspection will be scheduled within 120 days to ensure the motor carrier has corrected the unsatisfactory condition.

Projected Goals for FY 2021 - 2023: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2021, 2022 and 2023 must also be included.

Program Activities for FY 2021 - 2023: Provide additional information regarding how these activities will be implemented.

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 3 Section 3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 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 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 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.

In the 2018 CVSP, the following activities were completed towards the state specific crash reduction goal: three General Hazardous Material Inspection classes, four PV inspection classes, three CT/RAM classes, four Level I classes, one Level VI Advance Radiological Transportation class, and one OBPI class; all drivers were screened for DUI during inspections; all bus, HM, CMV, non-CMV, and traffic enforcement strike force operations were completed and goals achieved. During strike force operations all drivers were monitored for the use of a cellular telephone, texting while driving, and DUI. The following CVSA events were conducted: Brake Safety Day 2018 on April 25, 2018, International Roadcheck 2018 on June 5-7, 2018, Operation Safe Driver Week on July 15-19, 2018, and Brake Safety Week on September 16-22, 2018.

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

To reduce the goal of CMV-involved fatalities to 0.08 per 100 million VMT in 2018, as well as reduce the number of DUI commercial truck at-fault fatal and injury traffic crashes.

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

The fatality rate for California decreased from 0.11 in 2017 to 0.10 in 2018. FMCSA MCMIS A&I, run date of 07/06/2020.

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

California's fatalities per 100 million VMT decreased from 0.011 in 2017 to 0.10 in 2018. However, the CHP did not reach it's goal of 0.08 per 100 million VMT. California's fatality rate decreased from 406 in 2017 to 375.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2021 - 2023. 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.

Rural Roadways

Narrative Overview for FY 2021 - 2023

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

California's roadways are comprised of approximately 175,589 publicly maintained road miles. Of these miles, approximately 71,274 miles are identified as being located in California's rural areas. The CHP employs 54 CVEFs and platform scales in 39 locations strategically located on state highways which experience high volumes of CMV traffic. North American Standard certified personnel carry out the bulk of the statewide CMV enforcement responsibilities at these CVEFs and platform scales, while MRE officers are tasked with serving as the CHP's primary resource for CMV enforcement on California's rural roadways, including county roadways and state highways not serviced by a CVEF. The MREs currently deployed by the CHP have been effective in carrying out CMV and non-CMV enforcement in most of California's rural areas, some rural roadways with high CMV traffic may experience very little enforcement activities due to their geographical remoteness. Many preventable crashes result from illegal or unsafe driver behavior, such as unsafe speed; following too closely; driving on the wrong side of the road; improper passing; unsafe lane changes; improper turning; and automobile right-of-way violations. Research has consistently shown highly visible traffic enforcement will deter drivers from such behaviors. The information below indicates the total crashes, injury crashes, and fatal crashes for 2017-2019. Commercial Motor Vehicle Crashes Occurring on Incorporated Roadways Statistics By Year: Total Crashes Injury Crashes Fatal Crashes 2019 24,364 6,260 154 2018 25,787 6,706 167 2017 25,096 6,468 173 Data source: SWITRS, 2017 – 2019, run date 07/11/2020 Commercial Motor Vehicle Crashes Occurring on Unincorporated County Roadways Statistics By Year: Total Crashes Injury Crashes Fatal Crashes 2019 3,620 903 53 2018 3,617 951 48 2017 3,579 902 59 Data source: SWITRS, 2017 - 2019, run date 07/11/2020

Projected Goals for FY 2021 - 2023:

Enter performance goal.

The CHP's goal is to obtain a measurable decrease in the number of injury and fatal traffic crashes involving CMVs on California's rural roadways. This will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

The CHP will conduct 40 MCSAP-funded CMV strike force operations on rural roadways. During these strike force operations the CHP will emphasize the importance of safe operation around CMVs for the non-CMV driver. The PCFs of alcohol/drug; unsafe speed; following too closely; wrong side of the road; improper passing; unsafe lane change;

improper turning; and automobile right-of-way violations attributed to injury and fatal truck involved crashes.

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.

These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing the statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

State Objective #2

Enter the title of your State-Identified Objective.

Use of Electronic Record of Duty Status (eRODs) software and Data Transfer

Narrative Overview for FY 2021 - 2023

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

The Electronic Logging Device (ELD) Final Rule published on December 16, 2015, is intended to help create a safer work environment for drivers and make it more efficient for motor carriers to accurately track, manage, and review a driver's hours-of-service (HOS) data. To meet roadside electronic data reporting requirements an ELD must support one of two options for different types of electronic data transfer. The first option is telematics, in which the driver must electronically transfer data to an authorized safety official on demand via wireless Web Services and email. The second option is a local transfer method-type ELD that must electronically transfer data to an authorized safety official on demand via USB 2.0 and Bluetooth. To effectively implement the ELD Rule, States have the option of choosing a minimum of one "telematics" electronic data transfer method and one "local" electronic data transfer method. For those devices that support telematics, FMCSA's preferred method is to use the Web Services option through FMCSA's eRODs software. The Web Services data transfer method is the fastest and most reliable of the telematic transfer methods. Therefore, it is FMCSA's preferred method of data transfer, and safety officials are expected to request Web Service transfer over other methods. The utilization of Web Services and successful data transfer is critical to safety and the efficient enforcement of the hours of service regulations. California's current utilization rate of Web Services through eRODs is 68 percent per FMCSA's Electronic Logging Devices Program Monthly Summary Report, FY20 April.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Removed the 85 percent goal due to information from FMCSA reporting minor data validation issue impacting the accuracy of the performance statistics provided in the ELD monthly report. To increase eRODs utilization rate of 68 percent with a goal of 100 percent usage during inspections of subject drivers when an ELD is present and the driver is subject to the ELD Final Rule.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Officers will be required through policy to utilize eRODs during all inspections on drivers where an ELD is present and the driver is subject to the ELD Final Rule.

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

The CHP will rely upon FMCSA's Electronic Logging Devices Program Monthly Summary Report for ongoing statistical tracking of California's electronic data transfer method.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2021 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$18,710,082.00	\$3,301,520.00	\$22,011,602.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$3,301,520.00
MOE Baseline:	\$114,571,579.71

Part 4 Section 2 - Personnel

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

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 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 (14.99% of MCSAP Award Amount):	\$3,301,520.00
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Overtime Costs budgeted must be equal to or less than the 14.99 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
Sergeant	4	100.0000	\$188,497.96	\$753,991.84	\$640,900.61	\$113,091.23	\$0.00
Officer	22	100.0000	\$154,960.15	\$3,409,123.30	\$2,897,788.90	\$511,334.40	\$0.00
Information Technology Specialist	1	100.0000	\$99,281.94	\$99,281.94	\$84,390.64	\$14,891.30	\$0.00
Associate Accounting Analyst	1	100.0000	\$88,091.40	\$88,091.40	\$74,878.57	\$13,212.83	\$0.00
Senior Accounting Analyst	1	100.0000	\$83,886.21	\$83,886.21	\$71,304.12	\$12,582.09	\$0.00
Associate Accounting Program Analyst	3	100.0000	\$83,886.21	\$251,658.63	\$213,912.36	\$37,746.27	\$0.00
Staff Services Analyst	1	100.0000	\$69,759.84	\$69,759.84	\$59,296.56	\$10,463.28	\$0.00
Supervising Program Technician II	1	100.0000	\$58,000.79	\$58,000.79	\$49,301.25	\$8,699.54	\$0.00
Commercial Vehicle Inspection Specialist	15	100.0000	\$63,467.54	\$952,013.10	\$809,220.67	\$142,792.43	\$0.00
Program Technician II	5	100.0000	\$51,319.12	\$256,595.60	\$218,108.84	\$38,486.76	\$0.00
MOE	1	0.0000	\$112,070,769.94	\$0.00	\$0.00	\$0.00	\$112,070,769.94
Subtotal: Salary				\$6,022,402.65	\$5,119,102.52	\$903,300.13	\$112,070,769.94
Overtime Project Costs							
Sergeant Overtime	1	100.0000	\$1,135,089.86	\$1,135,089.86	\$964,837.73	\$170,252.13	\$0.00
Officer Overtime	1	100.0000	\$2,615,727.66	\$2,615,727.66	\$2,223,394.67	\$392,332.99	\$0.00
CVIS Overtime	1	100.0000	\$333,807.34	\$333,807.34	\$283,739.57	\$50,067.77	\$0.00
Motor Carrier Specialist I Overtime	1	100.0000	\$285,339.51	\$285,339.51	\$242,541.43	\$42,798.08	\$0.00
Associate Governmental Program Analyst Overtime	1	100.0000	\$47,630.30	\$47,630.30	\$40,486.23	\$7,144.07	\$0.00
Information Technology Specialist I Overtime	1	100.0000	\$3,730.46	\$3,730.46	\$3,170.93	\$559.53	\$0.00
Staff Services Analyst Overtime	1	100.0000	\$1,251.59	\$1,251.59	\$1,063.86	\$187.73	\$0.00
Supervising Program Technician II Overtime	1	100.0000	\$1,045.79	\$1,045.79	\$888.93	\$156.86	\$0.00
Program Technician II Overtime	1	100.0000	\$16,761.40	\$16,761.40	\$14,247.36	\$2,514.04	\$0.00
Motor Carrier Specialist I Overtime NESAP	1	100.0000	\$1,058,373.15	\$1,058,373.15	\$899,627.76	\$158,745.39	\$0.00
Office Technician Hours NESAP Field Audits	1	100.0000	\$11,030.27	\$11,030.27	\$9,375.84	\$1,654.43	\$0.00
Office Services Supervisor II	1	100.0000	\$22,936.76	\$22,936.76	\$19,496.47	\$3,440.29	\$0.00
Subtotal: Overtime				\$5,532,724.09	\$4,702,870.78	\$829,853.31	\$0.00
TOTAL: Personnel				\$11,555,126.74	\$9,821,973.30	\$1,733,153.44	\$112,070,769.94

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

Due to a reduction in funding from FMCSA in the amount of \$435,899.90, changes in overtime hours were made which also resulted in changes to Fringe Benefits and Indirect Costs. Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

The salaries used are the current base salary rates. The salaries of uniform and nonuniform personnel are expected to increase within the grant cycle.

The overtime amount is calculated at approximately 35 percent of the total grant award of \$22,011,604.50. California respectfully requests to exceed the 15 percent overtime cap established by the USDOT, FMCSA's Cost Eligibility for MCSAP Overtime in the MCSAP Comprehensive Policy version 3.1 (March 2018). In an effort for California to continually meet or exceed the MCSAP grant goals and objectives, it is critical for California to exceed this overtime cap and establish an overtime cap of approximately 35 percent for the 2021-2023 MCSAP grants. The CVSP Proposed Budget outline indicates the CHP anticipates utilizing 35 percent in grant funded overtime funds to accomplish these grant goals. Due to increases in commercial personnel salaries, it is necessary to raise the overtime funding requested in order to reach the grant goals conducting 400 MCSAP-funded CMV, non-CMV, HM, CT/RAM, Migrant Worker Transportation, Cone Zone, Rural Roadways, and bus related strike forces and 700 CIEP presentations. The CHP believes this request will provide California an increased ability to improve safety, maximize our enforcement resources, and help reduce the 100 million VMT fatality rate.

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

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

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

*The **Fringe Benefit Rate** is:*

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

*The **Base Amount** is:*

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Sergeant	80.8020	100.0000	\$753,991.85	\$609,240.49	\$517,860.51	\$91,379.98	\$0.00
Officer	80.8020	100.0000	\$3,409,123.32	\$2,754,639.82	\$2,341,471.38	\$413,168.44	\$0.00
Information Technology Specialist I	68.5020	100.0000	\$99,281.94	\$68,010.11	\$57,809.28	\$10,200.83	\$0.00
Associate Accounting Analyst	68.5020	100.0000	\$88,091.40	\$60,344.37	\$51,293.32	\$9,051.05	\$0.00
Senior Accounting Analyst	68.5020	100.0000	\$83,886.21	\$57,463.73	\$48,844.75	\$8,618.98	\$0.00
Associate Governmental Program Analyst	68.5020	100.0000	\$251,658.64	\$172,391.20	\$146,534.24	\$25,856.96	\$0.00
Staff Services Analyst	68.5020	100.0000	\$69,759.84	\$47,786.88	\$40,619.33	\$7,167.55	\$0.00
Supervising Program Technician II	68.5020	100.0000	\$58,000.79	\$39,731.70	\$33,772.34	\$5,959.36	\$0.00
Commercial Vehicle Inspection Specialist	68.5020	100.0000	\$952,013.13	\$652,148.03	\$554,332.34	\$97,815.69	\$0.00
Program Technician II	68.5020	100.0000	\$256,595.62	\$175,773.13	\$149,408.92	\$26,364.21	\$0.00
Sergeant Overtime	1.4500	100.0000	\$1,135,089.66	\$16,458.80	\$13,990.15	\$2,468.65	\$0.00
Officer Overtime	1.4500	100.0000	\$2,615,727.59	\$37,928.05	\$32,239.22	\$5,688.83	\$0.00
Commercial Vehicle Inspection Specialist Overtime	7.6500	100.0000	\$333,807.33	\$25,536.26	\$21,706.08	\$3,830.18	\$0.00
Motor Carrier Specialist I Overtime	1.4500	100.0000	\$285,339.32	\$4,137.42	\$3,516.85	\$620.57	\$0.00
Associate Governmental Program Analyst Overtime	7.6500	100.0000	\$47,630.33	\$3,643.72	\$3,097.20	\$546.52	\$0.00
Information Technology Specialist I Overtime	7.6500	100.0000	\$3,730.46	\$285.38	\$242.58	\$42.80	\$0.00
Staff Services Analyst Overtime	7.6500	100.0000	\$1,251.64	\$95.75	\$81.39	\$14.36	\$0.00
Supervising Program Technician II	7.6500	100.0000	\$1,045.76	\$80.00	\$68.00	\$12.00	\$0.00
Program Technician II Overtime	7.6500	100.0000	\$16,761.44	\$1,282.25	\$1,089.92	\$192.33	\$0.00
Motor Carrier Specialist I Overtime NESAP	1.4500	100.0000	\$1,058,373.11	\$15,346.41	\$13,044.60	\$2,301.81	\$0.00
Office Technician Overtime NESAP Field Audits	7.6500	100.0000	\$11,030.33	\$843.82	\$717.25	\$126.57	\$0.00
Office Services Supervisor II Overtime	7.6500	100.0000	\$22,936.74	\$1,754.66	\$1,491.48	\$263.18	\$0.00
TOTAL: Fringe Benefits				\$4,744,921.98	\$4,033,231.13	\$711,690.85	\$0.00

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

Due to a reduction in funding from FMCSA in the amount of \$435,899.90, changes were made in overtime hours which also resulted in changes to Fringe Benefits and Indirect Costs. Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

The CHP received the Fiscal Year 20/21 Indirect Cost Recovery Rate September 3, 2020. Therefore, while fixing the Fringe Benefits, the Indirect Cost Rate was adjusted. Additionally, the Fringe Benefits Rates increased. The budget has been adjusted and changes were made in Personnel, Fringe Benefits, and Indirect Costs. Attached is a new 424A.

Benefits include the following for sworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Medicare. Sworn designated personnel fringe benefit rates are calculated at 80.802 percent and overtime benefit rates at 1.45 percent.

Benefits include the following for nonsworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Industrial Disability; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Old-Age, Survivors, and Disability Insurance and Medicare. Nonsworn designated personnel fringe benefit rates are calculated at 68.502 percent and overtime benefit rates at 7.65 percent. The cognizant agency for California is the FMCSA and the FMCSA has

approved the indirect cost rate of 16.77 percent. The indirect cost rate of 16.77 percent includes the Statewide Cost Allocation Plan as determined by CHP. The total salary or overtime rate, multiplied by the fringe benefit rate is multiplied by the indirect cost rate.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, 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
National Traffic Law Center Meeting	1	4	100.0000	\$3,529.37	\$3,000.00	\$529.37	\$0.00
MOE Travel	0	0	0.0000	\$0.00	\$0.00	\$0.00	\$212,480.79
National Training Center	7	25	100.0000	\$24,117.36	\$20,500.00	\$3,617.36	\$0.00
In-State, General Hazardous Materials Training	40	5	100.0000	\$29,411.42	\$25,000.00	\$4,411.42	\$0.00
In-State, CT/RAM Training	48	10	100.0000	\$23,529.13	\$20,000.00	\$3,529.13	\$0.00
CVSA Committee Meetings, Annual Conference and Safety Symposium	5	26	100.0000	\$24,705.59	\$21,000.00	\$3,705.59	\$0.00
MCSAP Planning Meeting and Grants Management Training	6	4	100.0000	\$10,588.11	\$9,000.00	\$1,588.11	\$0.00
North American Inspectors Championship (NAIC) Challenge	2	7	100.0000	\$8,235.20	\$7,000.00	\$1,235.20	\$0.00
CVSA HM Meeting	2	6	100.0000	\$11,764.57	\$10,000.00	\$1,764.57	\$0.00
CVSA Data Management, Quality and FMCSA Systems Training	7	5	100.0000	\$23,529.13	\$20,000.00	\$3,529.13	\$0.00
In-State, OBPI Training	23	5	100.0000	\$21,176.22	\$18,000.00	\$3,176.22	\$0.00
In-State, Level VI Training	15	5	100.0000	\$17,646.85	\$15,000.00	\$2,646.85	\$0.00
In-State, Motorcoach Training	40	5	100.0000	\$41,175.99	\$35,000.00	\$6,175.99	\$0.00
In-State, Commercial Refresher Train-the-Trainer	15	5	100.0000	\$17,646.85	\$15,000.00	\$2,646.85	\$0.00
In-State, Data Quality Improvements	10	5	100.0000	\$9,411.65	\$8,000.00	\$1,411.65	\$0.00
In-State, Instructor Training / Meeting	19	5	100.0000	\$21,764.45	\$18,500.00	\$3,264.45	\$0.00
In-State, Commercial Training Meeting	5	23	100.0000	\$23,529.13	\$20,000.00	\$3,529.13	\$0.00
Miscellaneous MCSAP-Related In-State Travel	34	5	100.0000	\$24,211.48	\$20,580.00	\$3,631.48	\$0.00
In-State, Instructors Department & Allied Classes	20	5	100.0000	\$16,470.39	\$14,000.00	\$2,470.39	\$0.00
In-State, CIEP Travel	24	5	100.0000	\$22,352.68	\$19,000.00	\$3,352.68	\$0.00
In-State, Strike Force	15	5	100.0000	\$10,588.11	\$9,000.00	\$1,588.11	\$0.00
Miscellaneous MCSAP - Related Out of State travel	17	5	100.0000	\$28,823.19	\$24,500.00	\$4,323.19	\$0.00
In-State, Level I training	70	20	100.0000	\$128,062.02	\$108,854.00	\$19,208.02	\$0.00
Electronic Logging Device (ELD) Training	9	5	100.0000	\$24,705.59	\$21,000.00	\$3,705.59	\$0.00
Program Oversight	2	1	100.0000	\$3,529.37	\$3,000.00	\$529.37	\$0.00
MCIEP Travel	1	1	100.0000	\$2,352.91	\$2,000.00	\$352.91	\$0.00
USMCA Travel	1	1	100.0000	\$3,529.37	\$3,000.00	\$529.37	\$0.00
Safety Audit Program Oversight	1	1	100.0000	\$70,587.40	\$60,000.00	\$10,587.40	\$0.00
Safety Audit Training	1	1	100.0000	\$35,293.70	\$30,000.00	\$5,293.70	\$0.00
HAZMAT Radiation Instructor Training	50	5	100.0000	\$21,176.22	\$18,000.00	\$3,176.22	\$0.00
MCSI In-service Training	70	5	100.0000	\$109,410.48	\$93,000.00	\$16,410.48	\$0.00
TOTAL: Travel				\$812,853.93	\$690,934.00	\$121,919.93	\$212,480.79

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

Due to a reduction in funding from FMCSA in the amount of \$435,899.90, changes were made to travel costs. Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

All of the amounts listed for travel costs are estimations of average travel costs.

Air Fare: \$1,100.00 out-of-state, \$550.00 in-state, or state vehicle utilized \$0

Lodging: \$175 (includes 10% hotel tax) out-of-state per day, \$99 (includes 10% hotel tax) in-state per day, or CHP Academy housing utilized \$0

Rental Car: \$42.00 per day or state vehicle utilized \$0

Parking: \$30 per day, if necessary

Employee per diem: \$46 per day

OBPI training travel - This course has been designed to train inspection personnel to inspect Other Bulk Packaging, transporting hazardous materials for compliance with Hazardous Material Regulations either on the roadside or at a carrier's or shipper's place of business. The Other Bulk Package Inspection (OBPI) course teaches the proper procedures for inspecting bulk packaged shipments of hazardous materials for compliance with hazardous materials regulations. The course contains in-depth instruction in the following areas: introduction to cargo tanks; initiating hazardous materials inspections; MC306 low pressure cargo tanks; other low and high pressure tanks; facility inspections; and an overview of other bulk packaging, nonspecific packaging, and cylinders.

CVSA Meetings, Annual Conference, and Safety Symposium - The CHP's participation in CVSA meetings and the annual conference and safety symposium ensures that CHP's interests are considered in regard to CMV safety. The consistency in regulations enhances safety and promotes a positive business culture for the improved transportation of goods. Numerous high profile topics for both industry and enforcement personnel are discussed at these meetings and at the annual conference. Discussions include future rule making proposals and various topics covering regulations and pertinent changes affecting the CMV industry.

MCSAP Planning Meeting and Grants Management Training - Attendance and participation are vital in California's efforts to ensure associated requirements and goals for each grant are understood in order to facilitate continued funding for CHP grants. Grant coordinators will be trained on FMCSA policy changes, program and process updates, and submission requirements needed for the grant process.

NAIC Challenge - Attendance and participation at the NAIC ensures the CHP is consistent with statewide CMV safety, while identifying potentially perilous transportation processes and procedures. Training will provide a variety of CMV enforcement activities which are imperative to the success of California's CMV safety program including: driver's HOS, cargo securement, NAS OOS criteria, interview techniques, bulk packages, and general HM inspections. This information will ensure California's inspectors enforce commercial vehicle safety standards and regulation uniformly and effectively.

CVSA HM Meeting - The CHP participation in the HM Committee meeting provides technical expertise related to HM and transportation of dangerous goods in an effort to reduce incidents; and encourage uniformity and consistency in the application of the regulations. Additionally, the HM Committee maintains the NAS OOS Criteria related to HM, and works to harmonize HM enforcement with industry concerns and international developments.

CVSA Data Management, Quality and FMCSA Systems Training - Training is critical to equip personnel who manage SafetyNet data/reports/quality with the newest policies and procedures and provides an opportunity for states to share mutual motor carrier safety issues. The training will provide personnel with basic and advanced guidance to continue to effectively and efficiently support the State of California with uniform data processing and quality with inspections, crashes, data quality, and report management. Training will also provide information on security and privacy challenges which personnel were not trained on previously. A full understanding of the program and tools available to research, complete, and correct information is vital to the continued success of California's program. The workshop addresses existing problems and progress in FMCSA's resolution, and provides an opportunity to influence future information technology updates to incorporate California specific concerns and requirements into the SafetyNet program. Attendance at the CVSA Data Management, Quality and FMCSA Systems Training is an essential component in the CHP's strategy to ensure an overall SSDQ rating of "Good" for the timeliness of reporting of crash and inspection data uploaded to the federal SafetyNet databases. A key component of effectively evaluating the effectiveness of the CMV Safety Program Data Quality Objectives is to ensure staff is receiving ongoing training equivalent to their peers in other jurisdictions. Sending seven state representatives should allow the CHP adequate training needed to assure satisfactory ratings are maintained for all SSDQ categories.

ELD Training - The FMCSA is offering ELD training. This training is intended to help create a safer work environment for drivers, and make it more efficient to accurately track, manage, and share records of duty status data. An ELD synchronizes with a vehicle engine to automatically record driving time for easier and more accurate recording of hours-of-service.

USMCA - This training is necessary for personnel to be trained on issues pertaining to commercial cross border traffic under the provisions within the USMCA.

NESAP In-Service Training - During the FFY 2021 NESAP grant cycle, it is estimated that the CHP will conduct in-service training courses for existing safety auditors and initial training classes to certify new safety auditors, if necessary. The majority of the training conducted utilizing NESAP funding will be scheduled at the most centralized location(s). Costs such as airfare and rental cars are not typical travel expenditures for this type of training. However, costs such as tolls and employee per diem of approximately \$46 per day are typical when traveling more than 50 miles out of their assigned area. If the training is held at the CHP Academy or CHP Headquarters, personnel are mandated to lodge at the CHP Academy, in West Sacramento, to reduce expenditures. In rare cases, when there is no availability at the CHP Academy for personnel and no departmental vehicle available, staff may request reimbursement for lodging and mileage of their personal vehicle at the approved rate. Additionally, CHP personnel are sometimes required to travel when conducting safety audits. If the on-site audit location is more than 50 miles out of their assigned area, the employee will accrue travel costs. Costs such as airfare, lodging, parking, employee per diem, and/or ground transportation are the typical costs allowed for reimbursement. In all cases, a breakdown of costs is provided to management for review when seeking travel approval. When drafting the NESAP budget, the NESAP coordinator evaluates the preceding grant's travel expenditures. After the evaluation, the NESAP

coordinator will discuss scheduled travel plans with section management to ensure adequate funds are available in the specific travel category of the grant.

NTC - The NTC certifies instructors throughout the United States. The NTC requires new instructors to attend this two-week course in order to teach any NTC course. The CHP utilizes NTC instructors in Level I weeks A and B, General HM, CT/RAM, OBP, and PV inspections courses. The CHP instructors currently teach all of the Department's NTC courses.

National Traffic Law Center - The National District Attorneys Association requested the CHP at the National Traffic Law Center Regional CDL Safety Training Conference. This regional training will allow California to join other traffic safety partners such as sheriffs, state highway patrol, prosecutors, judges, court clerks, motor vehicle administrators, and other allied agency professionals with vested interests in on-highway moving and mechanical violations, the prosecution of those violations, and the prevention of masking violations for the purpose of safety tracking and reporting statistics. The meeting allows enforcement partners to discuss improvements in CMV safety through more consistent enforcement, adjudication, and reporting of CMV violations.

Hazardous Materials Radiation Specialist Training - The CHP is responsible for the enforcement of the federal hazardous materials transportation regulations, including the movement of radioactive materials. The majority of radioactive materials incidents are encountered during enforcement activities when radiation limits exceed transportation limits. Specialists respond to HM incidents to provide technical expertise, develop safety plans, and assist technicians with mitigation. Additionally, specialists usually perform the function of safety officer, as required by Title 29, Code of Federal Regulations, Section 1910.120. This radiation specialist training will provide additional expertise to the members of the CVS HM Unit and commercial personnel who are responsible for establishing policy related to enforcement related to the transportation of radioactive materials, radiation, detection, and emergency response; as well as providing expert training to personnel. The uniformed personnel are responsible for certifying radioactive materials program instructors, reviewing radioactive materials program training materials, evaluating adaptable radiation area monitor alarm incidents, coordinating United States Department of Energy security shipments, assisting with incidents involving radioactive materials, and supporting the Department's Radioactive Materials Response and Enforcement Program.

MCSU in-service training - The training will consist of 40 hours of training over five days. The training will focus on hours-of-service rules and regulations, to include new intrastate electronic logging device requirements, general report writing skills, controlled substance and alcohol testing regulations, to include new clearing-house rules, and other miscellaneous policy and best business practices training. The training will include all MCS I, II, and III personnel, and to include MCSU personnel attached to Division Multi-disciplinary Accident Investigation Teams.

Training Travel - Personnel may request reimbursement, up to amounts allowed by the CHP Travel Unit, for lodging, per diem, and mileage when attendance is mandatory for departmental training.

CIEP, MCIEP, and Strike Force Travel - Personnel may request reimbursement for lodging, per diem, and mileage when working a strike force or presentations 50 miles out of their assigned area.

Miscellaneous Program oversight and meetings pertaining to the MCSAP, NESAP, and BE program by headquarters personnel.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Fluke Biomedical 451B Radiation Survey Meter and Cesium Check Source Kit	30	\$7,012.62	100	\$210,378.60	\$178,824.00	\$31,554.60	\$0.00
Bus Ramps	23	\$7,646.96	100	\$175,880.08	\$149,499.83	\$26,380.25	\$0.00
MOE Equipment	1	\$263,414.69	0	\$0.00	\$0.00	\$0.00	\$263,414.69
CIEP Van	1	\$50,561.76	100	\$50,561.76	\$42,978.00	\$7,583.76	\$0.00
MRE Truck	1	\$54,619.36	100	\$54,619.36	\$46,427.00	\$8,192.36	\$0.00
TOTAL: Equipment				\$491,439.80	\$417,728.83	\$73,710.97	\$263,414.69
Equipment threshold is greater than \$5,000.							

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

Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

The CHP, Fleet Operations Section, is responsible for replacing enforcement vehicles when either damaged or a specific odometer reading is reached per CHP policy. During this grant cycle, the CHP anticipates purchasing one MRE vehicle and one CIEP van. The MRE vehicles will be used by MCSAP-funded uniform personnel to perform MCSAP related duties including enforcement. The replacement CIEP van is necessary to transport CIEP training materials to CIEP presentations. The CIEP presentation materials consist of E-Z Ups, televisions, tables, pamphlets, projector screens, and other training materials. A CIEP presentation can be conducted at a rest area, truck show, commercial industry facility, and at facilities while a strike force is being conducted. The initial cost of an MRE vehicle is \$44,927 plus equipment at \$9,693 for a total of \$54,620. The initial cost of a CIEP vehicle is \$45,231 plus equipment at \$5,331.35 for a total of \$50,562.35. Below is a breakdown of equipment cost for an MRE vehicle and CIEP van:

MRE Vehicle Equipment:

MRE Vehicle \$44,927.00
Scanner \$400.00
Radio/siren interface \$298.00
Whelen White Fog Light-Emitting Diode Lights Wig Wag \$260.40
Dual gun lock tub \$382.50
Rear Partition \$300.00
Prisoner barrier \$592.57
Whelen roof light \$957.84
Siren system \$225.00
Mobile Digital Computer (MDC) hockey puck antenna \$59.00
Outside mirror light kit \$304.20

Push bumper lights \$231.07
 Trunk light \$202.00
 Dual prisoner eye bolts \$5.00
 Fire extinguisher bracket \$21.00
 Clear left and right spotlight \$221.24
 Exempt license plates \$0.00
 Push bumper wrap \$285.00
 Push bumper \$209.00
 External jumper plug \$31.98
 Map light \$20.00
 Radar hookups \$175.00
 Siren snow screen (if applicable) \$23.00
 Rear deck light package (slick top only) \$0.00
 MDC Display Mount System \$221.80
 Public Address Made Brackets \$936.50
 CB radio (K9 only) \$0.00
 Video recording system (If applicable) \$3,000.00
 Mobile Video Audio Recording System Items \$330.90
TOTAL \$54,620.00

CIEP VAN

CIEP Van \$45,231.00
 Kenwood TK690 radio \$2,000.00
 Shotgun brackets beneath rear seat \$100.00
 Fire extinguisher bracket \$21.00
 First aid kit and bracket \$59.00
 Computer data cable \$9.00
 Disguised radio antenna \$350.00
 Repeaters 825.00
 Scanner with remote volume \$425.00
 Equipment box (van) \$640.00
 Upholstered console w/12 volt power plug \$160.00
 Repeater magnetic mount antenna \$35.00
 Flashlight charger bracket \$45.35
 Modem antenna \$57.00
 Antenna switch box \$110.00
 Tint, rear and rear side windows \$175.00
 Trailer plug \$320.00
TOTAL \$50,562.35

FLUKE BIOMEDICAL 451B RADIATION SURVEY METER

The CHP is the agency responsible for the enforcement of hazardous materials transportation regulations, including the transportation of RAM throughout the State of California. Radioactive material shipments are composed of Highway Route Controlled Quantities (HRCQ), Non-HRCQ, and waste shipments of RAM. These RAM shipment inspections are conducted by CEP personnel assigned to both CVEF and MRE. During the 2018 calendar year and the months of January to April of 2019, CEP personnel conducted approximately 98 North American Standard RAM shipment inspections throughout California. While conducting RAM shipment inspections, CEP personnel utilize the Victoreen 450CHP ion chamber survey meter to verify compliance with hazardous material regulations. The Department's current equipment is deployed at CVEFs and with MRE personnel. Each officer assigned to the Department's CEP receives additional training in the use of the radiation detection equipment and the regulations governing the transportation of radiological materials. The current Victoreen 450CHP survey meters were purchased in 1994 and are nearing the end of their service life. The current survey meters are being returned 'unservicable' at an increasing rate by the Department's calibration contractor. The ion chamber survey meter is the only equipment used by the Department capable of detecting alpha, beta, and gamma radiation for enforcement purposes and emergency response.

The Victoreen 450CHP is no longer manufactured and has been replaced by the Fluke Biomedical 451B Radiation Survey Meter. The Fluke Biomedical 451B Radiation Survey Meter has the same capabilities and operational ranges as the discontinued Victoreen 450CHP Survey Meter.

Over the next seven years, CVS will be purchasing approximately 210 Fluke Biomedical 451B Radiation Survey Meters to replace the aging Victoreen 450CHP Survey Meters. It is anticipated the number of RAM shipments will increase for the following reasons:

- Title 49 of the Code of Federal Regulations, Section 385.415(b)(1), requires the inspection of vehicles transporting Class 7 (Radioactive) materials prior to a carrier transporting an HRCQ of Class 7 (Radioactive) material on the highway.
- Continued shipments of medical and industrial RAM on California highways.
- Anticipated shipments of transuranic waste to the Waste Isolation Pilot Plant facility from the national laboratories located within California.
- The anticipated shutdown and decommissioning of the last nuclear power plant within California.

Commercial Enforcement Program personnel will require new ion chamber survey meters and Cesium Check Source kits. In order to fulfill this need, it will be required to purchase approximately 42 survey meters per year over the next seven years. Each Fluke Biomedical 451B Radiation Survey Meter and Cesium Check Source Kit costs approximately \$7,011.88. The purchase of 30 survey meters would cost approximately \$210,356.40 annually. The total estimate to purchase 210 survey meters over seven years is \$1,472,494.80.

The purchase of the Fluke Biomedical 451B Radiation Survey Meter and Cesium Check Source Kits are necessary to maintain the Department's RAM enforcement and detection program.

BUS RAMPS

The CHP inspects approximately 8,200 bus terminals annually. With the increasing number of low-profile buses, it is necessary to raise these vehicles off the ground to ensure proper clearance for an inspector to safely inspect the underside of the vehicles.

For some time, the CHP has relied on the Department's Cabinet Shop to build wooden bus inspection ramps for commercial inspectors to use for conducting passenger vehicle inspections throughout the state. Recently, new aluminum bus inspection ramps have been made available for purchase. These purpose-built aluminum bus ramps are portable, durable, tested, and engineered to safely support the weight of commercial vehicles. It is the CHP's policy to prohibit items commercially available to be manufactured by the Department's Cabinet Shop. Additionally, many of the current sets of wooden ramps are no longer functional and are in need of replacement due to wear and tear, and weather damage. Purchase of aluminum bus ramps will provide a higher level of safety and should last for many years. These bus ramps will be strategically stored at CHP locations within the state to allow for easy accessibility to commercially trained personnel assigned throughout the state. The purchase of aluminum ramps to replace older wooden ramps will be an investment in both traffic safety as well as California's infrastructure.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Toughbook Tablets	1 Each	\$6,666.98	100.0000	\$6,666.98	\$5,667.00	\$999.98	\$0.00
Portable Scales	26 Each	\$4,901.93	100.0000	\$127,450.18	\$108,334.00	\$19,116.18	\$0.00
Misc Materials for MCIEP training and equipment for Border enforcement	1 Each	\$1,361.58	100.0000	\$1,361.58	\$1,157.36	\$204.22	\$0.00
Misc Office Supplies for NESAP	1 Each	\$3,528.22	100.0000	\$3,528.22	\$2,999.02	\$529.20	\$0.00
Office Supplies for CVS and Divisions	1 Each	\$4,224.57	100.0000	\$4,224.57	\$3,590.93	\$633.64	\$0.00
Office Supplies for SafetyNet	1 Each	\$14,686.89	100.0000	\$14,686.89	\$12,484.00	\$2,202.89	\$0.00
Training Supplies/other equipment	1 Each	\$28,341.31	100.0000	\$28,341.31	\$24,090.40	\$4,250.91	\$0.00
MOE Supplies	1 Each	\$264,250.82	0.0000	\$0.00	\$0.00	\$0.00	\$264,250.82
TOTAL: Supplies				\$186,259.73	\$158,322.71	\$27,937.02	\$264,250.82

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

Due to a reduction of funding from FMCSA in the amount of \$435,899.90, changes in supplies were made. Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

Office supplies CVS and Divisions: Office supplies (i.e., toner, paper, pencils, pens), computers and new monitors are necessary for conducting and processing MCSAP related activities. Printers are necessary for the MRE officers to provide a copy of a completed inspection to drivers/carriers. Computers and monitors are necessary for conducting and processing MCSAP related activities.

Office supplies SafetyNet Unit: Office supplies (i.e., toner, paper, pencils, pens) are necessary for the SafetyNet Unit to conduct and process MCSAP related reports. Replacement computers, monitors and software are necessary within the SafetyNet Unit for daily work and for uploading required reports from FMCSA.

Training supplies/other equipment: Training supplies and other equipment (i.e., projectors, canopies, pencils, paper) are necessary for CIEP and MCIEP presentations and events.

Office supplies NESAP: Office supplies (i.e., toner, paper, pencils, pens) are necessary for conducting and processing MCSAP related activities.

TOUGHBOOK TABLETS

Currently, the Department uses Consolidated Patrol Vehicle Environment (CPVE) systems in most of the MRE trucks. There are a number of MRE trucks which are "legacy" vehicles operating with a laptop and General Electric radio head. These trucks are assigned to commercial officers who conduct roadside inspections and on-highway enforcement.

The current CPVE systems utilized in MRE trucks have Iteris inSPECT installed as the primary inspection software utilized by the Department. The use of this software allows MREs to query various state and federal databases for the purpose of motor carrier compliance and safety. Access to this software is mission critical for commercial enforcement personnel, and the reporting and data collection is utilized by both state and federal agencies for safety and regulatory compliance.

The CPVE installations are currently hard-mounted to a center console, and require an officer to manually turn the monitor screen and remove the keyboard to conduct roadside inspections. This configuration frequently causes officers to lean into the truck, and limits the view of the vehicle and driver being inspected while accessing computerized returns and inspection information. This limitation subjects the officer to unnecessary safety risks resulting from limited sight lines of the area surrounding a roadside inspection. There have been repeated requests from MRE officers for additional "remote" terminals or monitors to be installed in the cargo area of the MRE trucks. These installations would provide for more productive and safer access to the computer systems installed in the trucks.

The CPVE system also limits the ability to expedite traffic stops, due to the need to reconfigure the monitor screen and possibly the keyboard during an enforcement contact. The CPVE system must be reconfigured to operate from the passenger side of the vehicle. Consequently, officers may be tempted to conduct enforcement queries from the driver's seat to avoid having to reconfigure the console, which compromises officer safety.

The ability for an MRE officer to utilize a tablet device would be a great benefit for conducting a thorough enforcement stop and/or vehicle inspection. Officers would have the ability to stand in a safer location while querying databases and populating required fields within inspection software. A tablet system would also assist officers with collecting required inspection information during the course of the inspection, such as verification of VIN numbers and gross vehicle weight ratings.

Overall, these systems will promote more accurate and efficient data collection, while improving officer safety. The CHP is confident MRE officers with a tablet device will be more efficient and accurate in their recording of inspections and enforcement contacts. The CHP requests funding for tablet devices be a high priority for the reasons stated. The CHP is currently deploying these same tablet devices to the field for use by motorcycle officers and air operations personnel. Familiarization with the same tablet, among several different enforcement units within the Department, will not only improve efficiency, but will also be of benefit when considering service and maintenance.

PORTABLE SCALES

Currently, the CHP utilizes three types of portable scales to weigh CMVs. The scales are used on CMVs when on public roadways and do not traverse permanent commercial enforcement facilities. These portable scales are used to enforce legal weights on CMVs which reduces the risk of overloaded CMVs and reduces roadway degradation. The portable scales are used by trained commercial enforcement officers and transported inside MRE trucks. The majority of these scales were purchased over ten years ago and many have been repaired numerous times.

The CHP currently uses PAT SAW 10A, MD 400, and Haenni wheel load scales. Officers prefer the Haenni portable truck scales because they are lightweight, yet have a sturdy design. Additionally, the Haenni scales have an analog display that does not rely on a digital meter and have a larger tire area for the trucks being weighed.

A variety of mechanical problems with PAT SAW 10A and MD 400 scales have rendered a large portion unusable. The technology and functionality of these scales is antiquated, and they require constant substantial maintenance. For example, the PAT SAW 10A scales have experienced the following service issues: rechargeable batteries that no longer hold a charge; charging cables inoperative due to wear and tear; battery chargers not working properly, and the need to carry scale pads in order to use the PAT SAW 10A scales on dirt, gravel, or other uneven surfaces. Similar problems are prevalent with the MD 400 scales, as well. Consequently, the CHP employs one full-time maintenance mechanic whose primary duties consist of repairing and maintaining these portable scales. Thus far, the CHP's Haenni scales have not experienced these issues.

With four scales assigned to each MRE truck, it is an arduous task for an MRE officer to deploy the scales when necessary to weigh a truck suspected of being overloaded. The Haenni's lighter weight encourages officers to deploy them more often. Additionally, their lighter weight reduces the risk of back strain and other injuries.

Increased deployment of portable scales will result in additional weight enforcement of overloaded CMVs on roadways not otherwise protected by our Commercial Vehicle Enforcement Facilities (CVEFs) or platform scales. The primary purpose for purchase of the scales would be to adequately equip our MRE officers so they may be able to effectively enforce weight limitations near bridges, ports, steep grades, mountainous roadways, and other roadways not protected by our fixed facilities. These overloaded CMVs represent a clear safety hazard and frequently share the roadway with much smaller passenger vehicles. Furthermore, a high percentage of CMVs weighed on portable scales are also discovered to contain defective equipment. Purchasing portable scales to replace older scales or scales in a condition that renders them unrepairable is an investment in both traffic safety as well as California's infrastructure.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

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

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

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

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MOE Contractual	DUNS	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$156,757.28
Description of Services: MOE Contractual							
O & M for E-Screening Equipment	DUNS	Contract	100.0000	\$235,291.35	\$200,000.00	\$35,291.35	\$0.00
Description of Services:							
ITD-IRP Clearinghouse	DUNS	Subrecipient	100.0000	\$58,822.84	\$50,000.00	\$8,822.84	\$0.00
Description of Services: PRISM							
Iteris InSPECT/CVIEW Software	DUNS 48765937	Contract	100.0000	\$129,410.24	\$110,000.00	\$19,410.24	\$0.00
Description of Services: Iteris InSPECT software							
PRISM	DUNS	Subrecipient	100.0000	\$411,759.86	\$350,000.00	\$61,759.86	\$0.00
Description of Services: PRISM							
TOTAL: Contractual and Subaward				\$835,284.29	\$710,000.00	\$125,284.29	\$156,757.28

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

Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

Iteris inSPECT/CVIEW:

The Iteris inSPECT product is a compliant software solution which is fully integrated with roadside commercial vehicle inspection and electronic screening software. In addition to supporting standard state and federal data exchange processes, Iteris inSPECT also developed several custom processes specific to CMV enforcement activities which cannot be purchased or found with competing products. Iteris inSPECT will allow programs already utilized by the CHP to provide a complete and accurate snapshot and will improve inspection data quality.

The CHP and Iteris inSPECT are currently working together on a new software upgrade which will add an employee's monthly activity tracking sheet within the program. This software upgrade will automatically gather inspection data and statistics, such as violation counts and types, and will auto populate the activity sheet. Additionally, Iteris inSPECT is in the process of building an employee inspection-certification tracking program that will provide an alert to supervisors and managers advising if an employee is at risk of not recertifying for the year.

Iteris inSPECT in conjunction with CVIEW is fully integrated with commercial vehicle inspections and electronic screening software to determine real-time compliance information. CVIEWPlus operations and maintenance includes hosting services and ongoing maintenance of the web-based CVIEW application for the purpose of viewing safety and registration data.

InSPECT operations and maintenance includes services related to inspection report data entry and uploads to the federal systems as well as maintenance of interfaces for integration of CVIEWPlus data related to commercial carrier/vehicle safety and registration. In addition, Iteris supports an integrated online training module which provides viewing for state and CVSA training materials, offers automated tracking for CVSA training compliance and tenders administrative reports.

Iteris inSPECT EIN number: 95-2588496
Iteris inSPECT DUNS number: 04-876-5937

PRISM:

Budget Narrative:

The Department of Motor Vehicles, Registration Operations Division (ROD) is requesting resources of \$400,000 beginning in federal FY 2021. Funding resources will be utilized to cover: 1) contractual costs for the maintenance/support and modifications to CADMV's apportioned vehicle International Registration Plan (IRP) registration database, and 2) travel costs to attend the PRISM workshop; to support and enhance Performance Registration Information Systems Management (PRISM) program activities.

The DMV is contracted with Legatus Solutions Corporation (LSC) which is headquartered in Herndon, Virginia, and provides maintenance and support services including software modifications to CADMV's IRP database. LSC provides professional services in the areas of IT modernization to transportation related motor vehicle services. They deliver enterprise IT and network services; data, information, and knowledge management services; business system solutions; as well as logistics and material readiness. The specific software designed and successfully installed at CADMV is Legatus Solutions' MCARRIER™ software toolkit. The major system functions include support for the IRP and corollary functions of PRISM and Safety and Fitness Electronic Records (SAFER) system. MCARRIER™ includes support for credential inventories of various items, cab card and license presentation, interfaces, and worklist/workflow roles according to CADMV specific business rules. Interfaces were also developed to interact with existing vehicle registration, accounting, and federal systems.

Budget Category- Travel Cost				
(SF-424A, line 6C)				
Purpose	# of Staff	Method of Travel	# of Days	Total Travel Cost
PRISM Workshop	3	Air	5	\$10,000.00
Costs will cover travel expenses related to CADMV staff attending the PRISM workshop held in location (TBD). Anticipated expenses include air travel, transportation, lodging, meals, and incidentals.				

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Budget Category- Contractual Cost (SF-424A, line 6F)		
	Description of Services	Total Cost
PRISM	<u>System Maintenance</u> <ul style="list-style-type: none"> Ensure daily registration processing and support corresponding data exchanges to/from FMCSA Database management Data correction assistance Monitor DMVs infrastructure connectivity Assist DMV with quarterly PRISM data baselines Help desk support Troubleshoot support related to hardware, network, user PCs 	\$300,000.00 (Maintenance)
	<u>System Modifications</u> <ul style="list-style-type: none"> Maintain/Modify interfaces and data exchanges with federal systems (PRISM/SAFER/CVIEW) Modify IRP system to comply with policy and procedural changes (PRISM/SAFER/CVIEW) 	\$80,000.00 (Modifications)
ITD	<ul style="list-style-type: none"> Maintain IRP Clearinghouse compliance 	\$10,000.00

Spending Plan:

Description of Service	STATE FISCAL YEAR: 2020-21 thru 2022-23								
	FY 2020-21				FY 2021-22			FY 2022-23	
	FEDERAL FISCAL YEAR 2021				FEDERAL FISCAL YEAR 2022				
	Oct-Dec (Qtr 1)	Jan-Mar (Qtr 2)	Apr-June (Qtr 3)	Jul-Sept (Qtr 4)	Oct-Dec (Qtr 1)	Jan-Mar (Qtr 2)	Apr-June (Qtr 3)	Jul-Sept (Qtr 4)	Total Funds
Contractual, PRISM		\$10,000	\$10,000	\$20,000	\$80,000	\$80,000	\$80,000	\$100,000	\$380,000
Contractual, Clearinghouse(ITD)						\$5,000		\$5,000	\$10,000
Travel		\$5,000	\$5,000						\$10,000

1. Maintenance costs are based on contracted maintenance/support & application development services.

Notes/Assumptions:

The contractor developed and implemented CADMV's IRP system and understands the system and DMV/Dept. of Technology (OTech) requirements to perform

TOTAL, Direct Costs	\$0	\$15,000	\$15,000	\$20,000	\$80,000	\$85,000	\$80,000	\$105,000	\$400,000
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maintenance functions expeditiously and efficiently.

Operation and Maintenance of E-Screening Equipment:

As part of the CHP's commitment to promoting safe CMV transportation, including the transportation of passengers and hazardous materials, the Department is working to advance the technological capability and deployment of intelligent transportation system applications for CMV operations.

The CHP currently has a Commercial Vehicle Management System (CVMS) installed at the Cordelia CVEF. This CVMS system has the ability to detect, identify, tag, as well as direct and track, all CMVs from the time they exit the freeway until the time they are directed to a specific location within the CVEF, or directed to leave the CVEF. The CVMS cameras have the ability to read CVSA stickers affixed to windshields, as well as license plates. Additionally, the CVMS has the ability to capture, display, and store weigh-in-motion scale data.

The CHP, in partnership with the Caltrans, intends to equip, operate, and maintain ITD systems at various CVEFs throughout California. The ITD systems will enhance the efficiency and effectiveness of CMV safety inspections conducted within high-collision corridors. During FFY 2018, the CHP and Caltrans anticipate purchasing and installing an additional CVMS/ITD system at an undetermined CVEF.

The Caltrans and the CHP intend to purchase a CVMS/ITD system consisting of and similar to the following:

- A weigh-in-motion scale in one traffic lane in front of the facility
- A camera system consisting of automated license plate and USDOT readers
- A laser vehicle trigger system/height detector
- Thermal brake infrared imaging camera system
- Overview scene cameras
- Commercial vehicle credential and weigh-in-motion enforcement system behind the facility in the inspection area
- Connection to federal SAFER source and Iteris CVIEW are included

The CHP intends to utilize MCSAP funding for all technical and administrative actions necessary to enable CVMS/ITD systems, communication networks, and/or hardware and software applications to perform their required functions. These operation and maintenance costs will address, at a minimum, the following:

- Equipment maintenance
- Software maintenance
- Software license and connection fees
- Emergency/corrective maintenance procedures
- Support services
- Personnel costs
- Training
- Maintenance records and activity reports
- Lane closure procedures
- Spare parts and inventory control
- Preventative maintenance procedures and schedules
- Failure tracking and corrective action

The abovementioned E-Screening systems and necessary operation and maintenance costs are in line with the below bulleted points contained on Page 5 of California's 2013 State Core CVISN Program Plan Top Level Design (PP/TLD). The PP/TLD also discussed the need for funding to cover the costs of annual Operation and Maintenance fees (Page 28 of the PP/TLD).

The equipment mentioned above will connect to the CHP's current CVISN program, and relay real-time information to inspectors at the facility allowing inspectors to more accurately and efficiently select commercial vehicles that are high risk. Commercial vehicles that are safe and legal, and have no outstanding federal out-of-service orders, will be able to pass through the facility without delay which helps reduce associated operating costs for motor carriers. Once implemented, these E-Screening systems will result in improved inspection facility traffic flow, focused commercial vehicle enforcement, increased compliance, and help achieve the ultimate goal of improved highway safety.

Page 5, 2. Program Objectives and Project Descriptions; 2.1. State Commercial Vehicle Information Systems and Network Goals:

- Improve the screening and selection criteria of vehicles/containers for roadside enforcement operations' efficiencies
- Increase efficiency of highway operations by speeding the delivery of accurate, real-time information to roadway facilities
- Enforce of federal and state out-of-service orders
- Enforce California and other-jurisdiction sanctions on motor carriers, vehicles, and drivers

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	16.77	\$16,300,048.70	\$2,733,518.16	\$2,323,517.78	\$410,000.38
TOTAL: Indirect Costs			\$2,733,518.16	\$2,323,517.78	\$410,000.38

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
Cooperative Hazardous Materials Enforcement Development (COHMED) Registration	3 Each	\$862.73	100.0000	\$2,588.19	\$2,200.00	\$388.19	\$0.00
Portable Scale Maintenance	1 Each	\$12,158.63	100.0000	\$12,158.63	\$10,334.96	\$1,823.67	\$0.00
Title 49	545 Each	\$55.06	100.0000	\$30,007.70	\$25,505.00	\$4,502.70	\$0.00
CVSA Decals	44444 Sheet (12) Each	\$4.50	100.0000	\$199,998.00	\$170,000.00	\$29,998.00	\$0.00
2021 Annual CVSA Conference and Exhibition Registration	4 Each	\$588.23	100.0000	\$2,352.92	\$2,000.00	\$352.92	\$0.00
2021 CVSA Information Technology Users Workshop Registration	14 Each	\$739.49	100.0000	\$10,352.86	\$8,800.00	\$1,552.86	\$0.00
CVSA Dues	1 1	\$23,529.13	100.0000	\$23,529.13	\$20,000.00	\$3,529.13	\$0.00
MCSAP Vehicle Mileage/Maintenance	1 Each	\$268,397.56	100.0000	\$268,397.56	\$228,140.61	\$40,256.95	\$0.00
MOE Other Cost	1 Each	\$2,796,173.41	0.0000	\$0.00	\$0.00	\$0.00	\$2,796,173.41
Border Vehicle Mileage/Maintenance	1 Each	\$38,110.14	100.0000	\$38,110.14	\$32,394.00	\$5,716.14	\$0.00
NESAP Vehicle Mileage/Maintenance	1 Each	\$64,704.74	100.0000	\$64,704.74	\$54,999.68	\$9,705.06	\$0.00
TOTAL: Other Costs				\$652,199.87	\$554,374.25	\$97,825.62	\$2,796,173.41

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

Due to a reduction of funding from FMCSA in the amount of \$435,899.90, changes in overtime hours were made which also resulted in changes to Fringe Benefits and Indirect Costs. In addition, changes to CVSA decals were made. Due to the change in FMCSA formulas (from 85.01 to 85.001% and 14.99% to 14.999%), all total cost and state shares were updated.

The Indirect Cost calculation is: Fringe benefits applicable to staff dedicated 100% to direct federal activities. Direct salaries, plus direct fringe benefit costs multiplied by the indirect cost rate, equals total labor cost claim. Fringe benefits for staff not dedicated 100% to federal activities are allocated using fringe benefit rates. Direct salaries multiplied by the fringe benefit rates multiplied by the indirect cost rate equals total labor cost claim. The costs are required to fund the designated MCSAP, CHP personnel, and the CHP personnel performing MCSAP grant funded activities.

CVSA Decals: The calculation for the CVSA decals includes the California sales tax rate of 8.25% and shipping costs. The unit of measurement (page) represents 12 individual CVSA decals. The number of units/items (44,444) multiplied by 1 page/12 CVSA decals equals 533,328 total decals.

Title 49: The CVS Training Unit utilizes Title 49, Federal Motor Carrier Safety Regulations, Parts 40, 325-399, and Title 49, Hazardous Materials Regulations, Parts 100-185, during training of CHP personnel.

Vehicle Mileage: The MRE, CVS, CIEP, and MCIEP vehicle mileage is based on the prior grant year and multiplied by \$0.86 per mile. Vehicle mileage is utilized for MCSAP related duties. The vehicle maintenance cost of \$0.86 includes gas, oil, parts, batteries, tires and

tubes, car washing, maintenance, and repair. The federal mileage rate is calculated by determining the cost per mile for direct vehicle costs, including, but not limited to, fuel, oil, tires, maintenance, and insurance. The federal mileage rate differs from the state mileage rate in that federal rate does not take into account vehicle depreciation and is, therefore, lower.

Portable Scale Maintenance costs: Portable scales were previously purchased with MCSAP funding. Currently, repair and replacement is not part of the project plans for the Federal Highway Administration grants. The costs are required to keep the scales operational.

CVSA Data Management, Quality, and FMCSA Systems Training - Training is critical to equip personnel who manage SafetyNet data/reports/quality with the newest policies and procedures and provides an opportunity for states to share mutual motor carrier safety issues. The training will provide personnel with basic and advanced guidance to continue to effectively and efficiently support the State of California with uniform data processing and quality with inspections, crashes, data quality, and report management. Training will also provide information on security and privacy challenges which personnel were not trained on previously. A full understanding of the program and tools available to research, complete, and correct information is vital to the continued success of California's program. The workshop addresses existing problems and progress in FMCSA's resolution, and provides an opportunity to influence future information technology updates to incorporate California specific concerns and requirements into the SafetyNet program.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$18,710,082.00	\$3,301,520.00	\$22,011,602.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$3,301,520.00
MOE Baseline:	\$114,571,579.71

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Sergeant	\$640,900.61	\$113,091.23	\$753,991.84	\$0.00
Officer	\$2,897,788.90	\$511,334.40	\$3,409,123.30	\$0.00
Information Technology Specialist	\$84,390.64	\$14,891.30	\$99,281.94	\$0.00
Associate Accounting Analyst	\$74,878.57	\$13,212.83	\$88,091.40	\$0.00
Senior Accounting Analyst	\$71,304.12	\$12,582.09	\$83,886.21	\$0.00
Associate Accounting Program Analyst	\$213,912.36	\$37,746.27	\$251,658.63	\$0.00
Staff Services Analyst	\$59,296.56	\$10,463.28	\$69,759.84	\$0.00
Supervising Program Technician II	\$49,301.25	\$8,699.54	\$58,000.79	\$0.00
Commercial Vehicle Inspection Specialist	\$809,220.67	\$142,792.43	\$952,013.10	\$0.00
Program Technician II	\$218,108.84	\$38,486.76	\$256,595.60	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$112,070,769.94
Salary Subtotal	\$5,119,102.52	\$903,300.13	\$6,022,402.65	\$112,070,769.94
Sergeant Overtime	\$964,837.73	\$170,252.13	\$1,135,089.86	\$0.00
Officer Overtime	\$2,223,394.67	\$392,332.99	\$2,615,727.66	\$0.00
CVIS Overtime	\$283,739.57	\$50,067.77	\$333,807.34	\$0.00
Motor Carrier Specialist I Overtime	\$242,541.43	\$42,798.08	\$285,339.51	\$0.00
Associate Governmental Program Analyst Overtime	\$40,486.23	\$7,144.07	\$47,630.30	\$0.00
Information Technology Specialist I Overtime	\$3,170.93	\$559.53	\$3,730.46	\$0.00
Staff Services Analyst Overtime	\$1,063.86	\$187.73	\$1,251.59	\$0.00
Supervising Program Technician II Overtime	\$888.93	\$156.86	\$1,045.79	\$0.00
Program Technician II Overtime	\$14,247.36	\$2,514.04	\$16,761.40	\$0.00
Motor Carrier Specialist I Overtime NESAP	\$899,627.76	\$158,745.39	\$1,058,373.15	\$0.00
Office Technician Hours NESAP Field Audits	\$9,375.84	\$1,654.43	\$11,030.27	\$0.00
Office Services Supervisor II	\$19,496.47	\$3,440.29	\$22,936.76	\$0.00
Overtime subtotal	\$4,702,870.78	\$829,853.31	\$5,532,724.09	\$0.00
Personnel total	\$9,821,973.30	\$1,733,153.44	\$11,555,126.74	\$112,070,769.94

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Sergeant	\$517,860.51	\$91,379.98	\$609,240.49	\$0.00
Officer	\$2,341,471.38	\$413,168.44	\$2,754,639.82	\$0.00
Information Technology Specialist I	\$57,809.28	\$10,200.83	\$68,010.11	\$0.00
Associate Accounting Analyst	\$51,293.32	\$9,051.05	\$60,344.37	\$0.00
Senior Accounting Analyst	\$48,844.75	\$8,618.98	\$57,463.73	\$0.00
Associate Governmental Program Analyst	\$146,534.24	\$25,856.96	\$172,391.20	\$0.00
Staff Services Analyst	\$40,619.33	\$7,167.55	\$47,786.88	\$0.00
Supervising Program Technician II	\$33,772.34	\$5,959.36	\$39,731.70	\$0.00
Commercial Vehicle Inspection Specialist	\$554,332.34	\$97,815.69	\$652,148.03	\$0.00
Program Technician II	\$149,408.92	\$26,364.21	\$175,773.13	\$0.00
Sergeant Overtime	\$13,990.15	\$2,468.65	\$16,458.80	\$0.00
Officer Overtime	\$32,239.22	\$5,688.83	\$37,928.05	\$0.00
Commercial Vehicle Inspection Specialist Overtime	\$21,706.08	\$3,830.18	\$25,536.26	\$0.00
Motor Carrier Specialist I Overtime	\$3,516.85	\$620.57	\$4,137.42	\$0.00
Associate Governmental Program Analyst Overtime	\$3,097.20	\$546.52	\$3,643.72	\$0.00
Information Technology Specialist I Overtime	\$242.58	\$42.80	\$285.38	\$0.00
Staff Services Analyst Overtime	\$81.39	\$14.36	\$95.75	\$0.00
Supervising Program Technician II	\$68.00	\$12.00	\$80.00	\$0.00
Program Technician II Overtime	\$1,089.92	\$192.33	\$1,282.25	\$0.00
Motor Carrier Specialist I Overtime NESAP	\$13,044.60	\$2,301.81	\$15,346.41	\$0.00
Office Technician Overtime NESAP Field Audits	\$717.25	\$126.57	\$843.82	\$0.00
Office Services Supervisor II Overtime	\$1,491.48	\$263.18	\$1,754.66	\$0.00
Fringe Benefits total	\$4,033,231.13	\$711,690.85	\$4,744,921.98	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
National Traffic Law Center Meeting	\$3,000.00	\$529.37	\$3,529.37	\$0.00
MOE Travel	\$0.00	\$0.00	\$0.00	\$212,480.79
National Training Center	\$20,500.00	\$3,617.36	\$24,117.36	\$0.00
In-State, General Hazardous Materials Training	\$25,000.00	\$4,411.42	\$29,411.42	\$0.00
In-State, CT/RAM Training	\$20,000.00	\$3,529.13	\$23,529.13	\$0.00
CVSA Committee Meetings, Annual Conference and Safety Symposium	\$21,000.00	\$3,705.59	\$24,705.59	\$0.00
MCSAP Planning Meeting and Grants Management Training	\$9,000.00	\$1,588.11	\$10,588.11	\$0.00
North American Inspectors Championship (NAIC) Challenge	\$7,000.00	\$1,235.20	\$8,235.20	\$0.00
CVSA HM Meeting	\$10,000.00	\$1,764.57	\$11,764.57	\$0.00
CVSA Data Management, Quality and FMCSA Systems Training	\$20,000.00	\$3,529.13	\$23,529.13	\$0.00
In-State, OBPI Training	\$18,000.00	\$3,176.22	\$21,176.22	\$0.00
In-State, Level VI Training	\$15,000.00	\$2,646.85	\$17,646.85	\$0.00
In-State, Motorcoach Training	\$35,000.00	\$6,175.99	\$41,175.99	\$0.00
In-State, Commercial Refresher Train-the-Trainer	\$15,000.00	\$2,646.85	\$17,646.85	\$0.00
In-State, Data Quality Improvements	\$8,000.00	\$1,411.65	\$9,411.65	\$0.00
In-State, Instructor Training / Meeting	\$18,500.00	\$3,264.45	\$21,764.45	\$0.00
In-State, Commercial Training Meeting	\$20,000.00	\$3,529.13	\$23,529.13	\$0.00
Miscellaneous MCSAP-Related In-State Travel	\$20,580.00	\$3,631.48	\$24,211.48	\$0.00
In-State, Instructors Department & Allied Classes	\$14,000.00	\$2,470.39	\$16,470.39	\$0.00
In-State, CIEP Travel	\$19,000.00	\$3,352.68	\$22,352.68	\$0.00
In-State, Strike Force	\$9,000.00	\$1,588.11	\$10,588.11	\$0.00
Miscellaneous MCSAP - Related Out of State travel	\$24,500.00	\$4,323.19	\$28,823.19	\$0.00
In-State, Level I training	\$108,854.00	\$19,208.02	\$128,062.02	\$0.00
Electronic Logging Device (ELD) Training	\$21,000.00	\$3,705.59	\$24,705.59	\$0.00
Program Oversight	\$3,000.00	\$529.37	\$3,529.37	\$0.00
MCIEP Travel	\$2,000.00	\$352.91	\$2,352.91	\$0.00
USMCA Travel	\$3,000.00	\$529.37	\$3,529.37	\$0.00
Safety Audit Program Oversight	\$60,000.00	\$10,587.40	\$70,587.40	\$0.00
Safety Audit Training	\$30,000.00	\$5,293.70	\$35,293.70	\$0.00
HAZMAT Radiation Instructor Training	\$18,000.00	\$3,176.22	\$21,176.22	\$0.00
MCSI In-service Training	\$93,000.00	\$16,410.48	\$109,410.48	\$0.00
Travel total	\$690,934.00	\$121,919.93	\$812,853.93	\$212,480.79

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fluke Biomedical 451B Radiation Survey Meter and Cesium Check Source Kit	\$178,824.00	\$31,554.60	\$210,378.60	\$0.00
Bus Ramps	\$149,499.83	\$26,380.25	\$175,880.08	\$0.00
MOE Equipment	\$0.00	\$0.00	\$0.00	\$263,414.69
CIEP Van	\$42,978.00	\$7,583.76	\$50,561.76	\$0.00
MRE Truck	\$46,427.00	\$8,192.36	\$54,619.36	\$0.00
Equipment total	\$417,728.83	\$73,710.97	\$491,439.80	\$263,414.69

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Toughbook Tablets	\$5,667.00	\$999.98	\$6,666.98	\$0.00
Portable Scales	\$108,334.00	\$19,116.18	\$127,450.18	\$0.00
Misc Materials for MCIEP training and equipment for Border enforcement	\$1,157.36	\$204.22	\$1,361.58	\$0.00
Misc Office Supplies for NESAP	\$2,999.02	\$529.20	\$3,528.22	\$0.00
Office Supplies for CVS and Divisions	\$3,590.93	\$633.64	\$4,224.57	\$0.00
Office Supplies for SafetyNet	\$12,484.00	\$2,202.89	\$14,686.89	\$0.00
Training Supplies/other equipment	\$24,090.40	\$4,250.91	\$28,341.31	\$0.00
MOE Supplies	\$0.00	\$0.00	\$0.00	\$264,250.82
Supplies total	\$158,322.71	\$27,937.02	\$186,259.73	\$264,250.82

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Contractual	\$0.00	\$0.00	\$0.00	\$156,757.28
O & M for E-Screening Equipment	\$200,000.00	\$35,291.35	\$235,291.35	\$0.00
ITD-IRP Clearinghouse	\$50,000.00	\$8,822.84	\$58,822.84	\$0.00
Iteris InSPECT/CVIEW Software	\$110,000.00	\$19,410.24	\$129,410.24	\$0.00
PRISM	\$350,000.00	\$61,759.86	\$411,759.86	\$0.00
Contractual and Subaward total	\$710,000.00	\$125,284.29	\$835,284.29	\$156,757.28

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Cooperative Hazardous Materials Enforcement Development (COHMED) Registration	\$2,200.00	\$388.19	\$2,588.19	\$0.00
Portable Scale Maintenance	\$10,334.96	\$1,823.67	\$12,158.63	\$0.00
Title 49	\$25,505.00	\$4,502.70	\$30,007.70	\$0.00
CVSA Decals	\$170,000.00	\$29,998.00	\$199,998.00	\$0.00
2021 Annual CVSA Conference and Exhibition Registration	\$2,000.00	\$352.92	\$2,352.92	\$0.00
2021 CVSA Information Technology Users Workshop Registration	\$8,800.00	\$1,552.86	\$10,352.86	\$0.00
CVSA Dues	\$20,000.00	\$3,529.13	\$23,529.13	\$0.00
MCSAP Vehicle Mileage/Maintenance	\$228,140.61	\$40,256.95	\$268,397.56	\$0.00
MOE Other Cost	\$0.00	\$0.00	\$0.00	\$2,796,173.41
Border Vehicle Mileage/Maintenance	\$32,394.00	\$5,716.14	\$38,110.14	\$0.00
NESAP Vehicle Mileage/Maintenance	\$54,999.68	\$9,705.06	\$64,704.74	\$0.00
Other Costs total	\$554,374.25	\$97,825.62	\$652,199.87	\$2,796,173.41

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$16,386,564.22	\$2,891,522.12	\$19,278,086.34	\$115,763,846.93
Indirect Costs	\$2,323,517.78	\$410,000.38	\$2,733,518.16	NA
Total Costs Budgeted	\$18,710,082.00	\$3,301,522.50	\$22,011,604.50	\$115,763,846.93

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$18,710,082.00	\$3,301,520.00	\$22,011,602.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$3,301,520.00
MOE Baseline:	\$114,571,579.71

Overtime Costs budgeted must be equal to or less than the 14.99 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	\$5,119,102.52	\$903,300.13	\$6,022,402.65	\$112,070,769.94
Overtime Subtotal	\$4,702,870.78	\$829,853.31	\$5,532,724.09	\$0.00
Personnel Total	\$9,821,973.30	\$1,733,153.44	\$11,555,126.74	\$112,070,769.94
Fringe Benefits Total	\$4,033,231.13	\$711,690.85	\$4,744,921.98	\$0.00
Travel Total	\$690,934.00	\$121,919.93	\$812,853.93	\$212,480.79
Equipment Total	\$417,728.83	\$73,710.97	\$491,439.80	\$263,414.69
Supplies Total	\$158,322.71	\$27,937.02	\$186,259.73	\$264,250.82
Contractual and Subaward Total	\$710,000.00	\$125,284.29	\$835,284.29	\$156,757.28
Other Costs Total	\$554,374.25	\$97,825.62	\$652,199.87	\$2,796,173.41
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$16,386,564.22	\$2,891,522.12	\$19,278,086.34	\$115,763,846.93
Indirect Costs	\$2,323,517.78	\$410,000.38	\$2,733,518.16	NA
Total Costs Budgeted	\$18,710,082.00	\$3,301,522.50	\$22,011,604.50	\$115,763,846.93

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Kevin M. Davis
2. What is this person's title? Chief
3. Who is your Governor's highway safety representative? Barbara L. Rooney
4. What is this person's title? Director

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

- ☐ Yes
- ☐ No

State Certification declaration:

I, Kevin M. Davis, Chief, on behalf of the State of CALIFORNIA, 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](#).

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Kevin M. Davis
2. What is the title of your certifying State official? Chief
3. What are the phone # and email address of your State official? 916-843-3330, KMDavis@chp.ca.gov

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

- ☐ Yes
- ☐ No

I, Kevin M. Davis, 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. The CHP is currently carrying out a rulemaking effort with the goal of adopting regulations requiring the use of ELD's for intra-state motor carriers and drivers. A state mandated Standardized Regulatory Impact Assessment (SRIA) of the proposed regulations has been completed and is in the process of being reviewed by the California Department of Finance. Once the SRIA is approved, a notice of proposed action will be published in the California Regulatory Notice Register, allowing the public to both be made aware of, and comment on the proposed rules. Upon completion of the 45 day public comment period, the CHP will address any timely comments, and submit the final rulemaking file to the California Office of Administrative Law (OAL) for review for compliance of the California Administrative Procedures Act. The CHP anticipates submitting the final rulemaking file to OAL not later than July 2021, enabling the rules to be effective by October, 2021.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB 210	01/01/2020	Sections 1 through 9	Senate Bill 210 directed the California Air Resources Board to implement a Heavy-Duty Vehicle Inspection and Maintenance program. This program established a "smog-check" requirement and certification program for heavy-duty diesel-powered vehicles with a gross vehicle weight rating greater than 14,000 pounds and created a new infraction for heavy-duty diesel-powered vehicles operating on public roads when the malfunction indicator lamp is illuminated. The information may be found at the following link: https://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=201920200SB210&showamends=false

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

☒ Yes ☐ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
Title 13	01/01/2020	The CHP has updated Title 13 of the California Code of Regulations (T13, CCR) for the following subjects: Drivers Hours-of-Service Emergency Restoration (T13, CCR, Sections 1212, 1212.5) Inhalation Hazard Stops and Routes (T13, CCR, Sections 1157.14, 1157.18, 1157.20, 1157.21) Highway Route Controlled Quantity Shipments (T13, CCR, Section 1158.2) Explosives Stops and Routes (T13, CCR, Sections 1152.3.1, 1152.3, 1152.5, 1152.7, 1153) Commercial Vehicle Safety Alliance Out-of-Service Criteria (T13, CCR, Section 1239) Tire Traction Devices (T13, CCR, Sections 1070-1074) The CHP has updated policies for the following subjects: Commercial Enforcement Program Administration Operational Policies Inspection Policies Equipment Requirements Size and Weight Motor Carrier Registration and Operating Authority Commercial Enforcement Program Training

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FY 2021 Certification of MCSAP Conformance (State Certification)

I, Kevin Davis, Chief, on behalf of the State of California, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

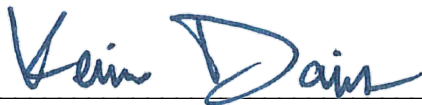
1. The State has designated the California Highway Patrol as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and the California Highway Patrol and the California Department of Motor Vehicles to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the Federal Motor Carrier Safety Regulations (FMCSRS) and the Hazardous Materials Regulations (HMR), and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to Federal Motor Carrier Safety Administration (FMCSA) upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.

11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.
12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

24. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.
25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date October 14, 2020

Signature

A handwritten signature in blue ink, appearing to read "Kevin Dain", is written over a horizontal line.

Annual Review of Laws, Regulations, Policies, and Compatibility Certification

I, Kevin Davis, Chief, on behalf of the State of California, have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by Title 49, Code of Federal Regulations (CFR) Section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (FMCSR) (49, CFR, Parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Materials Regulations (HMR) (49, CFR, Parts 107 (subparts F and G only), 171-173, 177, 178, and 180), 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, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49, CFR Sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

(Enter information on any exceptions to the above certification here)

Signature of Certifying Official: _____



Title of Certifying Official: Chief

Date of Certification: October 14, 2020