



DISTRICT OF COLUMBIA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2020 - 2022
Annual Update FY 2021**

Date of Approval: June 09, 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 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- 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

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

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

MPD manages its regular law enforcement duties in the District of Columbia (DC) and is committed to achieving a set goal to reduce large truck and bus-related crashes and fatalities to zero. From the District Department of Transportation (DDOT) and Howard University's Traffic Safety Statistics Report, an average of 2 fatalities per year were identified between 2016 and 2018 in the DC. Despite the fact that the fatality rate in the District has been consistently low, it is important to note that MPD will continue to work on reducing fatalities and their possible causes in the hope of producing meaningful and measurable results. Thus, activities such as strike forces, and other motorcoach safety initiatives will be implemented.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

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

The District of Columbia's 2020 Commercial Vehicle Safety Plan (CVSP) is structured in accordance with Section 350.211(a) (2) of the Federal Motor Carrier Safety Regulations and FMCSA planning memorandum for FY20.

Table 1 presents the participating agencies and number of personnel supporting the MCSAP program.

Participating Agency	# Certified CMV Inspectors (non-sworn)	#Certified CMV Officers (sworn)	# Sworn Officers supported by MCSAP Funds
DC Metropolitan Police Department	0	7	7

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

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

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

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 2020 - 2022 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

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	2	0	2
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	3	0	3
10/01/2013	09/30/2014	4	0	4

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	0	0	0
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	0	0	0
10/01/2013	09/30/2014	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	0	0	0
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	0	0	0
10/01/2013	09/30/2014	0	0	0

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

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

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

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

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

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

Narrative Overview for FY 2020 - 2022**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Recent years have proven that the District of Columbia has consistently had a reduced number of CMV-related crashes compared to the national average. In addition, the District recognizes that the low number of commercial vehicle-related fatalities annually is directly correlated to the District's geographical small size.

However, due to a recent change in MPD's data structure, the District's CMV crash database includes all crashes that involve any type of vehicle used commercially. i.e., Metro Bus, taxi cabs, etc.

Thus, CMV-related crash data reflects a continuous increase since FY14. The system is in the process of being upgraded to segregate the commercial passenger and commercial vehicle from those involving Metro Buses and Taxis.

Enter the data source and capture date:

Data Source: Traffic Safety Statistics Report for the District of Columbia 2014-2016/ FMCSA/ MCMIS Traffic Safety Statistics Report for the District of Columbia 2015-2017/FMCSA/MCMIS MPD Crash Database Capture Date: 07/30/2019

Projected Goal for FY 2020 - 2022:

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
2020	2
2021	2
2022	2

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

Program Activities for FY 2020 - 2022: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

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

Based on the 2015-2017 District of Columbia's CMV Crash Statistics Report, the following are targeted as high Crash Corridors in the District:

- 1) Pennsylvania Avenue
- 2) New York Ave.
- 3) Georgia Ave.
- 4) North Capitol St.
- 5) Connecticut Ave.
- 6) Sixteenth St.
- 7) Wisconsin Ave.
- 8) Florida Ave.
- 9) Rhode Island Ave.
- 10) Benning Rd.

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

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

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

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2020 - 2022.

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 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	868	595	1089	1035	862
Level 2: Walk-Around	1725	1218	890	1783	1875
Level 3: Driver-Only	2428	1254	972	1761	2335
Level 4: Special Inspections	2	2	6	6	4
Level 5: Vehicle-Only	0	0	4	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	5023	3069	2961	4585	5076

Narrative Overview for FY 2020 - 2022

Overview:

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

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

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

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. 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: DC METROPOLITAN POLICE DEPARTMENT

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

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	850	5	50	905	16.97%
Level 2: Walk-Around	1892	21	56	1969	36.93%
Level 3: Driver-Only	2080	27	344	2451	45.97%
Level 4: Special Inspections	4	2	1	7	0.13%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	4826	55	451	5332	

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: DC METROPOLITAN POLICE DEPARTMENT					
# certified personnel: 7					
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	850	5	50	905	16.97%
Level 2: Walk-Around	1892	21	56	1969	36.93%
Level 3: Driver-Only	2080	27	344	2451	45.97%
Level 4: Special Inspections	4	2	1	7	0.13%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	4826	55	451	5332	

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.

Due to the limited number of inspections that can be performed by the MCSU's team per year, MPD is not able to meet the minimum number of 25% of level 1 inspections. This has been consistent throughout the District's past performance.

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 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	5599	0	0	5599
Enter total number of certified personnel	7	0	0	7
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	5879	0	0	5879
Enter total number of certified personnel	7	0	0	7

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- ☐ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

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

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

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2017	09/30/2018	660	660
10/01/2016	09/30/2017	700	700
10/01/2015	09/30/2016	974	974
10/01/2014	09/30/2015	586	586
10/01/2013	09/30/2014	1564	1564

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

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

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

Safetynet Inspection MCSAP Reporting System Capture date: 07/30/2019

Narrative Overview for FY 2020 - 2022**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The District will continue to target CMVs on all of the top CMV targeted crash corridors from prior year CVSPs and crash reports. The goal is to cite speeding, impaired and aggressive drivers. The objective is to increase aggressive driver enforcement citations by 5%. The District will deploy the seven (7) Motor Carrier Safety Unit (MCSU) officers that will monitor CMV traffic for driver violations. CMV drivers are aware that the MPD's MCSU patrol coverage is limited to the small size of its unit. Thus, by regular enforcement MCSU officers will not work only to reduce crashes but create a presence thereby encouraging the improvement of safety concerns of carriers, drivers, and the general public.

****The sum of the planned safety activities for FY2020 does not currently equal or exceed the average number of 2004-2005 activities to be reimbursed for non-CMV traffic enforcement activities. Based on past performance, a gradual increase of 5% is expected in the number of safety activities conducted per year. If these numbers were to be increased to match the average number of 2004-2005 activities, MPD would not be able to meet their goal.**

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. 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 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	693	728	764
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	50	53	56

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
5332	0	24	5356	6188

The sum of your planned FY 2021 safety activities must equal or exceed the average number of 2004/2005 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2021 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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

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

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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	Not Active	No
PRISM	Exceeds Full Participation	No

Available data sources:

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

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

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

Narrative Overview for FY 2020 - 2022**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 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.

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

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	0	0	0	0	0
CMV Safety Belt Education and Outreach	0	0	0	0	1
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	0	0	1	1	1
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2020 - 2022

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.

As stated earlier, the District will continue to raise awareness annually for both pedestrians and CMV drivers of the dangers posed by CMVs and to highlight the problem of serious crashes involving turning CMVs and pedestrians at intersections.

MPD will conduct safety campaigns targeted to CMV drivers and pedestrians throughout the city. In addition, the officers will engage in calls involving outreach and education to the industry and the public.

Projected Goals for FY 2020 - 2022

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 2020	FY 2021	FY 2022
<input type="radio"/>	<input checked="" type="radio"/>	Carrier Safety Talks			
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input type="radio"/>	<input checked="" type="radio"/>	State Trucking Association Meetings			
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

The District will continue to examine the crash data from the annual DDOT Traffic Safety Statistics Report in order to assess the overall impact on crashes along specific corridors during and after the conclusion of the safety campaigns to quantify any reduction in crashes involving pedestrians and CMVs during that period.

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

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
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.

<https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx> 07/26/2019

Narrative Overview for FY 2020 - 2022

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.).

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

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

Program Activities FY 2020 - 2022: 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.

MPD will continue performing as the previous reporting year.

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

All SSDQs should remain GOOD for this reporting period

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 checked="" type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	0	0	0	0	0
Intrastate	0	0	0	0	0
Total Audits	0	0	0	0	0

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2020 - 2022

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

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: 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 2020 - 2022

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 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	12	0	12	0	12	0
# of Safety Audits (Offsite)	12	0	12	0	12	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	24	0	24	0	24	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.

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

Activity Plan for FY 2020 - 2022: 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.

Inspector Nobriga will shadow an inspector from an out-of-state enforcement agency for 6 to 8 months to complete his training and keep the state certification. As previously mentioned, due to the geographical size of the District there are not many opportunities to conduct new entrant safety audits. Thus, with FMCSA's support, MPD will conduct new entrant safety audits in neighboring states. The number of safety audits will depend on the availability of the officer and the out of state agency, but it is expected that at least 24 safety audit inspections take place each year.

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.

Once the supporting out-of-state agency is identified, MPD will make sure Inspector Nobriga conducts the necessary number of new entrant safety audits each year to maintain the state certification.

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 2020 - 2022).

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

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2020 - 2022

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

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

Projected Goals for FY 2020 - 2022: 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 2020, 2021 and 2022 must also be included.

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

Program Activities for FY 2020 - 2022: Provide additional information regarding how these activities will be implemented.

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

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

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

for FY19.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2019 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 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

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

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

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

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

There was an increase in the number of CMV-related crashes. However, this could be due to the change in the data structure of MPD's crash database that fails to segregate CMV-related crashes from crashes involving other vehicles that are commercially used (i.e. Metro Bus, Taxi cabs) but not considered CMVs.

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

Despite the successful deployment of MCSU officers, the progress in achieving the goal of reducing CMV-related crashes has had a minimal impact. This could be due to the increasing number of CMVs that go through the city in conjunction with the small size of the safety unit.

Activity #2

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

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

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

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

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

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

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

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

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 2020 - 2022. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Reduction of CMV-related crashes

Narrative Overview for FY 2020 - 2022

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

From FY16 to FY18, the District averaged 1,246 CMV-related crashes. MPD will continue to use this process to assess their performance for FY20-22. MPD will continue to enforce identified high crash corridors to continue to enforce a reduction in fatal and non-fatal CMV crashes by continuous daily enforcement and outreach. MPD occasionally escorts oversize and overweight vehicles and inspections them.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

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

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.

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

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

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

State Objective #2

Enter the title of your State-Identified Objective.

CMV Safety Data Quality

Narrative Overview for FY 2020 - 2022

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

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

Projected Goals for FY 2020 - 2022:

Enter performance goal.

By the end of FY22, the District anticipates maintaining a green or good overall rating.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.

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

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

The Program Manager will conduct quarterly evaluations and address any problem areas identified in reference to overall performance in each of the three relevant areas related to CMV's SSDQs. In addition, program staff will make adjustments as required while keeping FMCSA abreast of ongoing efforts as aggressive changes to ensure continuous improvements in the status of the crash data. Lastly, the actual number of reports uploaded will be used as the quantitative measure. The District's primary focus going forward during the period of FY20-22, will be uploading all crash data within the 90-day period to achieve an overall improvement rating going forward.

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	\$1,136,766.00	\$200,590.00	\$1,337,356.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$200,590.00
MOE Baseline:	\$36,715.31

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 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):	\$200,590.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Other payroll costs/ Additional Gross Pay, longevity	1	100.0000	\$44,346.04	\$44,346.04	\$44,346.04	\$0.00	\$0.00
MCSAP MOE	1	0.0000	\$36,715.31	\$0.00	\$0.00	\$0.00	\$36,715.31
MCSAP Officer	1	85.0000	\$109,626.50	\$93,182.52	\$93,182.52	\$0.00	\$0.00
MCSAP Officer	1	85.0000	\$93,435.96	\$79,420.56	\$79,420.56	\$0.00	\$0.00
MCSAP Officer	1	85.0000	\$93,435.96	\$79,420.56	\$79,420.56	\$0.00	\$0.00
MCSAP Officer	1	85.0000	\$73,211.36	\$62,229.65	\$62,229.65	\$0.00	\$0.00
MCSAP Officer	1	75.0000	\$88,987.18	\$66,740.38	\$66,740.38	\$0.00	\$0.00
MCSAP Officer	1	75.0000	\$93,435.97	\$70,076.97	\$70,076.97	\$0.00	\$0.00
MCSAP Program Manager	1	76.1036	\$116,145.00	\$88,390.52	\$0.00	\$88,390.52	\$0.00
MCSAP Supervisor	1	20.0000	\$122,665.54	\$24,533.10	\$21,187.06	\$3,346.04	\$0.00
Subtotal: Salary				\$608,340.30	\$516,603.74	\$91,736.56	\$36,715.31
Overtime Project Costs							
MCSAP Staff overtime	1	100.0000	\$186,652.26	\$186,652.26	\$186,652.26	\$0.00	\$0.00
Subtotal: Overtime				\$186,652.26	\$186,652.26	\$0.00	\$0.00
TOTAL: Personnel				\$794,992.56	\$703,256.00	\$91,736.56	\$36,715.31
Accounting Method:	Cash						

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

Title	Salary	Time %
LIEUTENANT	\$122,665.54	20%
SERGEANT	\$109,626.50	85%
OFFICER	\$93,435.96	85%
SENIOR POLICE OFFICER	\$93,435.96	85%
OFFICER	\$73,211.36	85%
OFFICER	\$88,987.18	75%
OFFICER	\$93,435.97	75%
OFFICER	\$84,751.55	75%
PROGRAM MANAGER	\$88,390.52	76.1036%

Explanation: The MCSAP Supervisor oversees most of the activities of the project. He spends 20% of his time implementing the MCSAP project, supervising staff, and conducting activities to meet the objectives of this project. Activities include: supervising daily, the operation of projects and staff, providing staff training/technical assistance, coordinating staff work schedule/assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, and tracking policy to ensure compliance. There are 8 MPD Officers that will spend between 85 and 75% of their time in MCSAP activities. These officers conduct roadside inspections to fulfill MCSAP. The Program Manager is in charge of the coordination and communication between the grant manager, and the MCSU. Also, it is in charge of the invoicing and tracking of spending.

The line item "Other payroll costs/ Additional Gross Pay, longevity" corresponds to the officers' longevity pay in proportion to their time involved in grant related activities.

Part 4 Section 3 - Fringe Benefits

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

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

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

The cost of fringe benefits are allowable if:

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

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

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

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

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

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

*The **Base Amount** is:*

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Supervisor	22.0000	20.0000	\$122,665.54	\$5,397.28	\$0.00	\$5,397.28	\$0.00
MCSAP Officer	6.0000	85.0000	\$109,626.50	\$5,590.95	\$0.00	\$5,590.95	\$0.00
MCSAP Officer	28.0000	85.0000	\$93,435.96	\$22,237.75	\$0.00	\$22,237.75	\$0.00
MCSAP Officer	16.0000	85.0000	\$93,435.96	\$12,707.29	\$0.00	\$12,707.29	\$0.00
MCSAP Officer	11.0000	85.0000	\$73,211.36	\$6,845.26	\$0.00	\$6,845.26	\$0.00
MCSAP Officer	27.0000	75.0000	\$88,987.18	\$18,019.90	\$0.00	\$18,019.90	\$0.00
MCSAP Officer	28.0000	75.0000	\$93,435.97	\$19,621.55	\$0.00	\$19,621.55	\$0.00
MCSAP Officer	29.0000	75.0000	\$84,751.55	\$18,433.46	\$0.00	\$18,433.46	\$0.00
TOTAL: Fringe Benefits				\$108,853.44	\$0.00	\$108,853.44	\$0.00

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

The average fringe benefit rate for all MPD officers is 17%. Each officer has a different longevity pay based on their service for 15 years or more. In addition, there is an additional increase of longevity pay after 20, 25 and 30 years. Therefore, each officer will have a different fringe rate based on their benefits and all other deductions from their salary.

The rate is calculated by the fringe amount divided by their salary amount = fringe rate.

Fringe Benefits are not charged to FMCSA.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, 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
MCSAP Planning Conference	2	4	100.0000	\$4,210.00	\$4,210.00	\$0.00	\$0.00
NORTH AMERICAN STANDARD PART A	2	2	100.0000	\$2,100.00	\$2,100.00	\$0.00	\$0.00
NORTH AMERICAN STANDARD PART B	2	2	100.0000	\$2,100.00	\$2,100.00	\$0.00	\$0.00
CARGO TANK INSPECTION CLASS	2	2	100.0000	\$500.00	\$500.00	\$0.00	\$0.00
FIRST IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	3	3	100.0000	\$8,700.00	\$8,700.00	\$0.00	\$0.00
SECOND IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	3	3	100.0000	\$8,700.00	\$8,700.00	\$0.00	\$0.00
THIRD IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	3	3	100.0000	\$8,700.00	\$8,700.00	\$0.00	\$0.00
TOTAL: Travel				\$35,010.00	\$35,010.00	\$0.00	\$0.00

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

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

MCSAP Conference FY2020

2 Grant Management Specialists, Hotel, airfare & per diem @ an estimated cost of \$2,100 per person

Total cost: \$4,210.00

CARGO TANK INSPECTION CLASS (Course Number:530022)

2 Officers, Hotel and per diem @ an estimated cost of \$250 per person

Total: \$500.00

Description:

This course is designed to train inspection personnel to inspect Cargo Tank motor vehicles transporting hazardous materials for compliance with Hazardous Material Regulations either on the roadside or at a carrier's or shipper's place of business.

Objective:

Upon successful completion of this course, participants will be able to carry out HM field activities in a manner that complements national HM program goals in a specialized area.

NORTH AMERICAN STANDARD PART B (Course Number:510002)

2 Officers, Class tuition + Hotel and per diem @ an estimated cost of \$1,050 per person

Total: \$2,100.00

Description:

This course is designed to provide Federal, State MCSAP and local law enforcement personnel with the basic knowledge, skills, practices, and procedures necessary for performing vehicle inspections under the Motor Carrier Safety Assistance Program. Referred to as North American Standard Inspections, the course will focus on understanding federal regulations and applying them during a safety inspection of commercial motor vehicles.

Objective:

This course will instruct participants how to conduct a complete North American Standard vehicle inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure, incorporating knowledge that was obtained during the NAS Part A course. Upon completion of the course, participants will be able to perform a thorough examination of a commercial motor vehicle.

NORTH AMERICAN STANDARD PART A (Course Number:510001)

2 Officers, Class tuition + Hotel and per diem @ an estimated cost of \$1,050 per person

Total: \$2,100.00

Description:

This course is designed to provide Federal, State MCSAP and local law enforcement personnel with the basic knowledge, skills, practices, and procedures necessary for performing driver inspections under the Motor Carrier Safety Assistance Program. Referred to as North American Standard Inspections, the course will focus on understanding federal regulations and applying them during a safety inspection of commercial motor vehicle operators.

Objective:

This course will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. Upon completion of the course, participants will be able to perform a thorough inspection of a commercial motor vehicle operator.

FIRST IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES

3 Officers, Class tuition @ \$900 per person + Hotel, airfare and per diem @ an estimated cost of \$2,000 per person

Total: \$8,700.00

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

Detailed information of the nomenclature and operation of commercial motor vehicles will provide you with a level of competence needed to have an adequate understanding of mechanical components, parts and pieces of the commercial motor vehicle and how they may factor into your investigation. To reinforce the concepts presented, you will conduct "hands-on" exercises and vehicle testing during the course.

Topics Include

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

- Jackknifing
- Rollover
- Vehicle dynamics in braking
- Weight shifting

SECOND IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES

3 Officers, Class tuition @ \$900 per person + Hotel, airfare and per diem @ an estimated cost of \$2,000 per person

Total: \$8,700.00

Designed to further enhance the knowledge and skills you acquired in IPTM's Commercial Vehicle Crash Investigation–Level I course, this class focuses on a detailed analysis of commercial vehicle systems and dynamics along with the application of your findings to the crash reconstruction.

We will begin by analyzing the ABS air brake system on commercial motor vehicle (CMV) truck-tractors and trailers by conducting tests to determine average air brake chamber pressure. You will participate in a “hands-on” field inspection as we conduct brake tests with a CMV.

We'll teach you how to construct free-body diagrams and formulate equilibrium equations to determine the range of weight distribution on the axles. We will also examine quasi-static and dynamic rollover propensities and conduct an analysis of suspension spring rates.

After a review of high and low speed off-tracking, we will show you how to derive the equations for establishing maximum off-track distance. You will also learn how to interpret and analyze rotational motion that may be present in a CMV crash.

Finally, we will discuss the different types of transmissions used in today's commercial motor vehicles and teach you how to obtain the range of speeds for the vehicle based upon the gear position at the time of the crash.

Topics Include

- Tractor-trailer ABS air brake system
- Hydraulic brake systems in commercial vehicles and how fluid pressures are boosted
- Quasi-static and dynamic rollover propensities and liquid loads
- Axle weight analysis and load reconstruction
- Off-tracking
- Speed from gear ratio
- Rotational mechanics
- Field inspection

THIRD IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES

3 Officers, Class tuition @ \$900 per person + Hotel, airfare and per diem @ an estimated cost of \$2,000 per person

Total: \$8,700.00

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

During the training, you will learn how to analyze the data that is imaged from an HVECM and then apply the information to your investigation. We will explain the data that is available and can be imaged from commercial vehicles and conduct a detailed discussion of the various reports obtainable from Caterpillar, Cummins, Detroit Diesel, Mack/Volvo, International and other manufacturers.

Finally, we will image available vehicles and show you how to use and reconcile HVECM data with other methods of reconstruction analysis as well as examine and analyze the data to determine its validity.

Topics Include

- Accessing and imaging data using the recommended hardware and software

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

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	1 bulk	\$2,500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
TOTAL: Supplies				\$2,500.00	\$2,500.00	\$0.00	\$0.00

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

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

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

General office supplies include paper, printer ink, etc. for MCSAP Officers. Each officer requires monthly supplies that are estimated at \$208.33 for 12 months. These supplies include ink cartridges, paper, notepads, markers, pens, folders, etc.

\$208.33 x 12 months = \$2,500

Part 4 Section 7 - Contractual and Subaward

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

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

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

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TBD	DUNS 0	Contract	100.0000	\$360,000.00	\$360,000.00	\$0.00	\$0.00
Description of Services: MCSAP Grant Manager							
TOTAL: Contractual and Subaward				\$360,000.00	\$360,000.00	\$0.00	\$0.00

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

MPD will hire a contractor that will support MPD in the management of this grant and will be involved in addressing timely data uploads by all officers, prepare quarterly and annual reports, as well as other activities involving this grant. The team will also review Data Qs with the MCSAP Sergeant to reduce backlogged volume of requests. This will ensure the improvement of the current rating by the end of the FY21. Reviews of all documents for timely uploads during each quarter will allow the District to measure the progress and provide appropriate updates for future activities if required. Finally, the team will conduct quarterly evaluations and address problem areas identified in reference to overall requirements of this grant. The following is a summary of the tasks to be undertaken by the contractor.

The selected contractor will be responsible for writing the annual grant renewal as well as coordinating the overall managing of the grant with the unit supervisors. In addition, the contractor will be responsible for completing quarterly and annual reports to be submitted to the FMCSA.

The selected contractor must perform their duties from a location within the District of Columbia and be readily accessible to the Metropolitan Police Department's Traffic Safety and Specialized Enforcement Branch located at 501 New York Avenue, NW. 20001.

Specific Requirements:

- The Contractor shall ensure that the Department's enforcement and overall use of the MCSAP Grant are in line with the federal regulations governing the program.
- The Contractor shall submit the annual MCSAP Basic and Incentive Grant Application, which includes the CVSP, in Grants.gov by the required submission deadline. The grant submission process may include, but limited to:
 - SF-424 Standard Application for Federal Assistance.
 - SF-424 A, Budget Information for Non-Construction Programs.
 - SF-424 B, Assurance for Non-Construction Programs.
 - Key Contacts Form
 - SF-GG, Grants, Grants.gov Lobbying form
 - Any additional or supplemental information
 - State's Commercial Vehicle Safety Plan (CVSP)
 - Maintenance of effort (MOE) calculation.
 - CVSP Line item budget
 - Administrative Capability Questionnaire for State & Local governments
- The Contractor shall meet regularly with the FM CSA Division Administrator (either at an MPD facility or the FM CSA Headquarters within the District of Columbia) to coordinate and be kept apprised on grant or enforcement changes.
- The Contractor shall be available to travel on a limited basis outside of the region and within the region to attend mandatory grant management training from the FMCSA. This travel is funded through the grant. Generally, the travel outside of the region occurs once a year, however, it is dependent on the needs of the FMCSA. In addition, FMCSA will require quarterly financial reports, quarterly performance reports and the year-end final report to close out the grant.
- The Contractor shall gather DC CMV crash data, provide requested data analysis and utilize the information in developing the CVSP.
- The Contractor shall conduct a needs assessment for the improvement of the quality of crash data in the District. This may involve several tasks including reviews of current data entry practice, timeliness, and completeness of data uploads into the existing Records Management System, and review the crash data approval process at MPD.
- The contractor shall address processes involving the preparation and reporting of CMV Inspections Reports' and the timeliness of responses to Requests for Data Reviews (RDRs).
- The Contractor shall research and review Crash Data Management Systems currently available in the United States and provide recommendations (if any) to improve the current system being employed by MPD.
- The Contractor shall assist in the investigation of discrepancy reports filed by individual commercial motor vehicle drivers or carriers. These reports are referred to as Data "Q" complaints. The contractor shall be able to, once granted access to the various data bases used by the unit, conduct an administrative investigation and prepare a reply to the grieving operator or carrier.
- The Contractor shall be responsible for maintaining a good professional relationship with our federal partners (FMCSA) in particular, the contractor will be required to interact on a daily or weekly basis with the Division Administrator to coordinate efforts and keep apprised on any changes or initiatives that are planned. The contractor may be required to travel to the FMCSA Headquarters located with DC or the immediate surrounding jurisdictions for these meetings.
- The Contractor shall meet and work regularly with the members/officials assigned to the Motor Carrier Safety Unit to discuss the overall management of the grant. In addition, the contractor shall provide monthly updates on the grant to the Official in charge of the Motor Carrier Safety Unit.
- The Contractor shall work with other DC government agencies and FM CSA involved in improving data quality of the DC CMV crashes. This will allow the contractor a working knowledge of the goal of the MCSAP grant to reduce CMV crashes within the District.

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

Total cost for Contractual: \$360,000.00

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Communication/ air cards, mobile phones	1 cost/officer	\$6,000.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Fuel costs	1 cost of fuel/vehicle	\$30,000.00	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$36,000.00	\$36,000.00	\$0.00	\$0.00

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

COMMUNICATIONS

Air cards and cellphones are for 7 officers this is an estimated cost per year:

$7 \times \$857.14 = \$6,000.00$

SUBTOTAL: \$6,000.00

FUEL COSTS

Fuel will be needed for the operation of the 7 trucks that are used under the grant. Each truck is estimated to need \$357.14 in fuel costs per month.

$\$357.14 \times 7 \times 12 = \$30,000.00$

SUBTOTAL: 30,000.00

TOTAL : \$36,000.00

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$1,136,766.00	\$200,590.00	\$1,337,356.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$200,590.00
MOE Baseline:	\$36,715.31

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Other payroll costs/ Additional Gross Pay, longevity	\$44,346.04	\$0.00	\$44,346.04	\$0.00
MCSAP MOE	\$0.00	\$0.00	\$0.00	\$36,715.31
MCSAP Officer	\$93,182.52	\$0.00	\$93,182.52	\$0.00
MCSAP Officer	\$79,420.56	\$0.00	\$79,420.56	\$0.00
MCSAP Officer	\$79,420.56	\$0.00	\$79,420.56	\$0.00
MCSAP Officer	\$62,229.65	\$0.00	\$62,229.65	\$0.00
MCSAP Officer	\$66,740.38	\$0.00	\$66,740.38	\$0.00
MCSAP Officer	\$70,076.97	\$0.00	\$70,076.97	\$0.00
MCSAP Program Manager	\$0.00	\$88,390.52	\$88,390.52	\$0.00
MCSAP Supervisor	\$21,187.06	\$3,346.04	\$24,533.10	\$0.00
Salary Subtotal	\$516,603.74	\$91,736.56	\$608,340.30	\$36,715.31
MCSAP Staff overtime	\$186,652.26	\$0.00	\$186,652.26	\$0.00
Overtime subtotal	\$186,652.26	\$0.00	\$186,652.26	\$0.00
Personnel total	\$703,256.00	\$91,736.56	\$794,992.56	\$36,715.31

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Supervisor	\$0.00	\$5,397.28	\$5,397.28	\$0.00
MCSAP Officer	\$0.00	\$5,590.95	\$5,590.95	\$0.00
MCSAP Officer	\$0.00	\$22,237.75	\$22,237.75	\$0.00
MCSAP Officer	\$0.00	\$12,707.29	\$12,707.29	\$0.00
MCSAP Officer	\$0.00	\$6,845.26	\$6,845.26	\$0.00
MCSAP Officer	\$0.00	\$18,019.90	\$18,019.90	\$0.00
MCSAP Officer	\$0.00	\$19,621.55	\$19,621.55	\$0.00
MCSAP Officer	\$0.00	\$18,433.46	\$18,433.46	\$0.00
Fringe Benefits total	\$0.00	\$108,853.44	\$108,853.44	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Planning Conference	\$4,210.00	\$0.00	\$4,210.00	\$0.00
NORTH AMERICAN STANDARD PART A	\$2,100.00	\$0.00	\$2,100.00	\$0.00
NORTH AMERICAN STANDARD PART B	\$2,100.00	\$0.00	\$2,100.00	\$0.00
CARGO TANK INSPECTION CLASS	\$500.00	\$0.00	\$500.00	\$0.00
FIRST IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	\$8,700.00	\$0.00	\$8,700.00	\$0.00
SECOND IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	\$8,700.00	\$0.00	\$8,700.00	\$0.00
THIRD IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	\$8,700.00	\$0.00	\$8,700.00	\$0.00
Travel total	\$35,010.00	\$0.00	\$35,010.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Supplies total	\$2,500.00	\$0.00	\$2,500.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
TBD	\$360,000.00	\$0.00	\$360,000.00	\$0.00
Contractual and Subaward total	\$360,000.00	\$0.00	\$360,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communication/ air cards, mobile phones	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Fuel costs	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Other Costs total	\$36,000.00	\$0.00	\$36,000.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,136,766.00	\$200,590.00	\$1,337,356.00	\$36,715.31
Total Costs Budgeted	\$1,136,766.00	\$200,590.00	\$1,337,356.00	\$36,715.31

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	\$1,136,766.00	\$200,590.00	\$1,337,356.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$200,590.00
MOE Baseline:	\$36,715.31

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$516,603.74	\$91,736.56	\$608,340.30	\$36,715.31
Overtime Subtotal	\$186,652.26	\$0.00	\$186,652.26	\$0.00
Personnel Total	\$703,256.00	\$91,736.56	\$794,992.56	\$36,715.31
Fringe Benefits Total	\$0.00	\$108,853.44	\$108,853.44	\$0.00
Travel Total	\$35,010.00	\$0.00	\$35,010.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Contractual and Subaward Total	\$360,000.00	\$0.00	\$360,000.00	\$0.00
Other Costs Total	\$36,000.00	\$0.00	\$36,000.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,136,766.00	\$200,590.00	\$1,337,356.00	\$36,715.31
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$1,136,766.00	\$200,590.00	\$1,337,356.00	\$36,715.31

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Chief Peter Newsham
2. What is this person's title? Chief of Police, Metropolitan Police Department
3. Who is your Governor's highway safety representative? Ms. Carole Lewis
4. What is this person's title? Manager, Transportation Safety Branch

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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? Ms. Carole Lewis
2. What is the title of your certifying State official? Manager, Transportation Safety Branch
3. What are the phone # and email address of your State official? carole.lewis@dc.gov

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

- ☒ Yes
- ☐ No

I, Ms. Carole Lewis, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No

Certifications required by 49 C.F.R. sections 350.211 and 350.213

Parts ECVSP

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP, as required by 49 C.F.R. sections 350.207, 350.211, 350.213, and 350.303. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State?

Chief Peter Newsham

2. What is this person's title? **Chief of Police, Metropolitan Police Department (MPD)**

3. Who is your Governor's highway safety representative? **Ms. Carole Lewis**

4. What is this person's title? **Manager, Transportation Safety Branch (DDOT)**

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

Yes

Yes, uploaded certification document

No

State Certification declaration:

I, **Chief Peter Newsham, Metropolitan Police Department (MPD)**, on behalf of the **District of Columbia**, have the authority to make the following certification on behalf of the State. As a condition of approval of a grant under the authority of 49 U.S.C. section 31102, I certify that the State satisfies all conditions required to qualify for MCSAP funding, as specifically detailed in 49 C.F.R. section 350.207.

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? **Ms. Carole Lewis**
2. What is the title of your certifying State official? **Manager, Transportation Safety Branch (DDOT)**
3. What are the phone# and email address of your State official?
(202.671.0492); carole.lewls@dc.gov

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

XYcs

Yes, uploaded certification document

No

State Compatibility Review of Laws, Regulations, Standards, and Orders on CMV Safety Certification

I, **Carole Lewis, Manager, Transportation Safety Branch (DDOT)**, on behalf of the **District of Columbia** 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 49 C.F.R. 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 (49 C.F.R. parts 390,391,392,393,395,396, and 397) and the Hazardous Material Regulations (49 C.F.R. 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 C.F.R. 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.

3 - New State Laws, Regulations, Standards, and Orders on CMV safety

The State will provide answers to the questions below regarding any new State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update that was submitted.

Has the State adopted/enacted any new or updated State laws, regulations, standards, and orders on 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. Please include *the* code section that the bill amended 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.

If there is no formal bill, please include a description of standards or orders on CMV safety and effective date and include a hyperlink or URL in the summary.

Law, Regulation, Standard, or Order Adoption			
Bill Number	Effective Date	Code Section Change	Summary of Change