



ALASKA

Commercial Vehicle Safety Plan

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

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

Date of Approval: August 03, 2022

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 2022)
- Part 5: Certifications and Documents (FY 2022)

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 2022:

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 2021 plans. States must carefully review and update this information to reflect FY 2022 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 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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.

Lead Agency

In July 1997, the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Compliance (DOT&PF/MSCVC) became the Lead Agency responsible for administering the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP). DOT&PF/MSCVC is responsible for all Commercial Motor Vehicle (CMV) size and weight enforcement in addition to State and Federal traffic and safety regulations. MSCVC will leverage resources and maximize efforts to support the following mission and goals for FY20-22:

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

Goals: The two-fold objective is to (a) reduce Alaska's CMV-related Federally-reportable crashes below 69 by FY22 and (b) remaining under the CMV Fatality Reduction Goal of 0.114 fatalities/100M total VMT for the years FY20-22.

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

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

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

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:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☒ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

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

As of June 30, 2019, DOT&PF/MSCVC has zero non-certified sworn Commercial Vehicle Compliance Inspectors (CVCIs) and 21 NAS A&B certified sworn CVCIs. The 21 certified sworn CVCIs are supported by MCSAP funds. ~~In the State of Alaska, the Juneau Police Department has one (1) certified sworn Commercial Motor Vehicle (CMV) Officer; this is a non-funded agency.~~

As of June 30, 2019 there were no CMV-certified Alaska State Troopers conducting inspections; any trooper or member of a local law enforcement agency is always welcome to receive NAS A & B training and become certified to conduct CMV inspections.

As of July 1, 2021 in the State of Alaska there is one (1) certified Alaska State Trooper and one (1) certified local law enforcement North Pole Police Department officer. These are both non-funded agencies. Local law enforcement agencies have been invited to receive NAS A & B trainings and become certified to conduct CMV inspections.

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

- Safety data collection
- Uniform driver and vehicle safety inspections
- Commercial Drivers' License (CDL) verification and enforcement
- Operating authority verification and enforcement
- Hazardous materials training and enforcement
- Passenger carrier training and enforcement
- Public education and awareness
- Equipment and services to support these activities

R.O.U.T.E.S.

The Division has Inspection/Weigh Stations situated in rural locations around Alaska, to include Ester, Fox, and Tok. These areas meet the Federal Highway Administration's definition of rural as their population does not exceed 5,000.

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:	MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE (MSCVC)
Enter total number of personnel participating in MCSAP activities	36
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	31
Traffic Enforcement Activities	0
Investigations*	2
Public Education and Awareness	11
Data Collection and Reporting	36
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NONE
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:	1
Total # of MCSAP Participating Personnel:	1

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.

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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. 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 relate to each other and 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	4	0.1140	0.0729
01/01/2017	12/31/2017	2	0.1140	0.0362
01/01/2016	12/31/2016	4	0.1140	0.0761
01/01/2015	12/31/2015	1	0.1140	0.0198
01/01/2014	12/31/2014	5	0.1140	0.1030

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0
01/01/2016	12/31/2016	0	2	0
01/01/2015	12/31/2015	1	2	1
01/01/2014	12/31/2014	1	2	1

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	2	0
01/01/2016	12/31/2016	0	2	0
01/01/2015	12/31/2015	0	2	0
01/01/2014	12/31/2014	0	2	0

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

Data extracted from SAFETYNET on 06/28/2019.

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

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

All goals were met for each calendar year, contributing to Alaska's consistently low fatality rate per Vehicle Miles Traveled (VMT).

Crash completeness and timeliness of reporting of crashes is an ongoing difficulty.

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.

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. During FY14-18, the most current complete fiscal years preceding the goal period, an annual average of 73 Federally-reportable crashes involving CMVs occurred in the State of Alaska; a total of 10 fatalities resulted from these crashes. The goal is to reduce the number of Federally-reportable CMV-related crashes by 6% (2% each year) by FY22 to fewer than 69.

Enter the data source and capture date:

Data extracted from SAFETYNET on 06/28/2019.

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2020	2
2021	2
2022	2

Alaska's Crash Reduction Goal is to reduce the number of Federally-reportable CMV-related crashes from 73 (the rolling five-year average of all Federally-reportable CMV-related crashes in FY14-18) to fewer than 69 over the next three years for a total of 6% by FY22. By using the average of the number of crashes for each of five complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

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 risk of CMV-related crashes in Alaska is lowered by removing unsafe vehicles and unqualified drivers from the road. During FY20, it is anticipated that 7,182-6,000 MCSAP Basic and Incentive CMV safety inspections, plus 600 MCSAP Border Enforcement CMV safety inspections, will take place at roadside locations, fixed inspection/weight stations, and carrier facilities throughout the State.

During FY22, it is anticipated that 6,000 MCSAP Basic and Incentive CMV safety inspections, plus 550 MCSAP Border Enforcement CMV safety inspections, will take place at roadside locations, fixed inspection/weigh stations, and carrier facilities throughout the State.

The primary activity of the Lead Agency is to conduct safety and size/weight inspections on vehicles engaged in commerce. This activity has been effective in removing unsafe vehicles and unqualified drivers from the road. In FY18 officers conducted 7,648 inspections, removing 864 unsafe vehicles 138 unqualified drivers from the road; during the first 9 months of FY19, officers conducted 3,521 inspections and removed 479 unsafe vehicles and 53 unqualified drivers from the road. As a result, the number of Federally-reportable crashes involving CMVs in Alaska decreased from 120 in FY15 to 74 in FY16, then 52 in FY17, 22 in FY18, and 12 in FY19 (through December 2018).

Driver and Vehicle Inspections

Driver and Vehicle Safety Inspections are conducted at inspection/weigh stations and at roadside locations. Current and future partnerships with the Alaska State Troopers and local police departments help to maximize efforts where DOT&PF/MSCVC may have a limited presence. All inspectors are trained in the use of ASPEN inspection reporting software and have completed various types of inspection training above the North American Standard A&B courses.

Traffic Enforcement

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

Compliance Reviews

Alaska does not currently conduct compliance reviews.

Public Education and Awareness

A cooperative industry and public education program is in place to inform and educate drivers about the risks and personal responsibilities involved when driving CMVs or driving around them. The educational process includes year-round initiatives directed at CMV drivers, carriers, and the general public. The anticipated 12 Safety Briefings for FY20-22 are designed for a variety of audiences. Examples of briefings include Passenger Transportation Safety and Hazardous Material Carrier Safety. During FY20-22, Alaska will continue to participate in the CVSA-sponsored "Brake Check Day" and "Road Check." Alaska will continue working with commercial vehicle safety stakeholders to develop and deploy new avenues of effective outreach with timely information.

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

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

Efforts in Alaska to reduce the number of CMV-related crashes by removing unsafe vehicles and unqualified drivers from the road have resulted in a secondary Alaska CMV-Related Crash Reduction goal that is consistent with the FMCSA CMV Fatality Reduction Goal. The Crash Reduction Goal for FY20-FY22 is to have no more than 69 Federally-reportable CMV-related crashes by FY22. The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to determine positive progress or areas that require additional attention in order to reduce violations.

This is the table that will be used to report the above data to FMCSA in the Quarterly Performance Progress Reports:

FY2022	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Total
Reportable Crashes					
Driver OOS Rate	%	%	%		%
Vehicle OOS Rate	%	%	%		%

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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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	1223	1663	1935	2535	2262
Level 2: Walk-Around	575	1739	1963	1954	1875
Level 3: Driver-Only	1877	4041	2908	2783	3441
Level 4: Special Inspections	95	120	20	25	70
Level 5: Vehicle-Only	131	95	217	264	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	3901	7658	7043	7561	7648

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 State of Alaska conducts safety inspections with the two-fold objective of (a) reducing Alaska's CMV-related Federally-reportable crashes to below 69 by FY22 and (b) remaining under the CMV Fatality Reduction Goal of 0.114 fatalities/100M total VMT.

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

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

- Ester Inspection/Weigh Station, located at MP 351 Parks Highway
- Fox Inspection/Weigh Station, located at MP 11 Steese Highway

- Glenn Inbound Inspection/Weigh Station, located at MP 11 Glenn Highway, Southbound
- Glenn Outbound Inspection/Weigh Station, located at MP 11 Glenn Highway, Northbound
- Potter Inspection/Weigh Station, located at MP 114 Seward Highway
- Richardson Inbound Inspection/Weigh Station, located at MP 358 Richardson Highway, Westbound
- Richardson Outbound Inspection/Weigh Station, located at MP 358 Richardson Highway, Eastbound
- Sterling Inspection/Weigh Station, located at MP 82 Sterling Highway
- Tok Inspection/Weigh Station, located at MP 1308 Alaska Highway

While on duty all CVCIs actively scan CMV traffic for both size-and-weight and safety violations. By using carrier ISS scores, electronic scanning where available, inspection records, etc. they also identify those vehicles that are due for inspections and those that have not been previously inspected within the last twelve months. The CVCIs work primarily at the fixed inspection/weigh stations listed above.

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 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE (MSCVC)

Enter the total number of certified personnel in the Lead agency: 21

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1410	96	0	1506	25.10%
Level 2: Walk-Around	2271	195	0	2466	41.10%
Level 3: Driver-Only	1925	25	30	1980	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	32	8	8	48	0.80%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	5638	324	38	6000	

MCSAP subrecipient agency

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

Subrecipient is: NONE

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

Projected Goals for FY 2022 - 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:	1
Enter the total number of non-funded certified officers:	1
Enter the total number of inspections projected for FY 2022:	32

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE (MSCVC)					
# certified personnel: 21					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 1					
# projected inspections: 32					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1410	96	0	1506	25.10%
Level 2: Walk-Around	2271	195	0	2466	41.10%
Level 3: Driver-Only	1925	25	30	1980	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	32	8	8	48	0.80%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	5638	324	38	6000	

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 a reduction in trained staff (less than two years 20% of staff) and the current number of vacancies (30% of staff) throughout the state which represents a combined 50% of available positions, Alaska will be reducing its goal to 6,000 inspections for FY20. This was also necessary based on trainers facilitating learning for new inspectors on how to perform quality inspections and, therefore, not completing as many inspections themselves. Inspection goals are expected to return to 7,182 for FY21 and FY22.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	7182	0	0	7182
Enter total number of certified personnel	21	0	0	21
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	7182	0	0	7182
Enter total number of certified personnel	21	0	0	21

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☒ **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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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	39	6
10/01/2016	09/30/2017	155	67
10/01/2015	09/30/2016	151	57
10/01/2014	09/30/2015	137	63
10/01/2013	09/30/2014	212	60

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2017	09/30/2018	0	0
10/01/2016	09/30/2017	6	0
10/01/2015	09/30/2016	8	3
10/01/2014	09/30/2015	3	0
10/01/2013	09/30/2014	8	1

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

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

Data extracted from SAFETYNET on 10/23/2018.

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](#).

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

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 2014/2015 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 type="radio"/>	<input checked="" type="radio"/>	CMV with Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
6032	0	24	6056	6945

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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

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

Part 2 Section 6 - Safety Technology

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 maintain, at a minimum, full PRISM participation. 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 Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

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

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State:

Enter the agency name responsible for PRISM in the State: MSCVC

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.

Alaska reached full participation in PRISM on March 26, 2020.

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

Alaska reached full participation in PRISM on March 26, 2020.

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

Alaska intends to maintain CVISN/ITD Core Compliance.

Alaska intends to maintain full PRISM participation.

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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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	12	8	7	6	13
CMV Safety Belt Education and Outreach	0	0	0	1	2
State Trucking Association Meetings	2	3	7	13	4
State-Sponsored Outreach Events	0	0	2	3	1
Local Educational Safety Events	5	2	2	3	3
Teen Safety Events	2	5	7	4	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.

Carrier safety talks will include topics covering passenger transportation and hazardous materials transportation. MSCVC will attend State Trucking Association meetings in order to ensure continued partnership and will institute a targeted safety belt education and outreach effort. The Division anticipates that at least 12 personnel will be participating in these efforts.

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 checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	6
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

Approximately 12 safety briefings will take place each year between FY20 and FY22. In FY22, MSCVC has a goal to complete an additional two (2) motorcoach outreach events, for a total of 14 safety briefings. The number of completed safety briefings will be measured against the following quarterly activity goals:

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

For those safety briefings being conducted, each occurring at a carrier's place of business will include at least one (1) Level V inspection for outreach and educational purposes. Violations noted during Level V's will be documented.

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.

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Poor	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality:

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 Measure	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Fair	Good	Good	Good
Crash VIN Accuracy	Fair	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Insufficient Data	Fair	Fair	Fair
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	Red 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.

A&I Online data snapshot, 06/25/2021; data as of 07/07/2021.

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.).

The State currently has an overall 'Red/Poor' rating due to a 'Flag' status from the Crash Consistency category. The 'Flag' may be a result of crash reports taking longer than is expected to be submitted, which would also affect Crash Timeliness (as of June 25, 2021, the 'Gray/Insufficient Data' is a score of 17%). Other SSDQ measures are Crash Record Completeness (as of June 25, 2021, the 'Yellow/Fair' is a score of 75%) and Crash VIN Accuracy (as of June 25, 2021 the 'Yellow/Fair' is a score of 83%).

Presently the majority of crash reports are received from the Division of Motor Vehicles via email. At times other agencies such as the Department of Public Safety, other sections within the Department of Transportation & Public Facilities, and other law enforcement agencies will provide them to the Division directly. MSCVC inputs crash reports into SAFETYNET as they are received.

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

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

Program Activities 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.

Efforts to input CMV-related crashes into SAFETYNET in a timely manner will continue to be a focus. The Crash Data Repository has gone offline, at this time it is unknown when it will become available again to use as a resource. Key staff will continue to attend Alaska's Traffic Records Coordinating (ATRC) Committee to address the timeliness and monitor availability of the crash repository.

The Division currently receives crash reports via email from the Division of Motor Vehicles (DMV). As MSCVC receives Federally-reportable crash reports from DMV, they are being input into SAFETYNET within five business days in an effort to meet the overall green/good requirement. MSCVC cannot directly impact the timeliness of when crash reports are received and, therefore, cannot give assurances. However, MSCVC will continue to maintain open communications with DMV on receiving CMV crash reports, as well as continue attending Alaska's Traffic Records Coordinating (ATRC) Committee. Currently, the State of Alaska does not have a functioning statewide crash repository, or timeliness reporting requirements. Furthermore, per the State of Alaska Traffic Records Assessment in July of 2016, there are no current timeliness performance measures being tracked or communicated within Alaska.

Beginning in January 2021, the Division will monitor Fatal Crashes and upload 100% of Fatal Crashes in CY2021. Each month the Division will identify and acquire outstanding reports for input into SAFETYNET. Any outstanding discrepancies between MCMIS and FARS reported fatal crashes identified in SSDQs will be resolved in the first quarter of CY2021. The goals will be tracked using the tables below.

Number of Reports with Discrepancies	Reports Resolved by end of Q1 CY2021	Percentage of Discrepancies Resolved	Goal
			100%

	Number of Fatal Crashes Occurred	Number of Fatal Crash Reports Received	Number of Fatal Crash Reports Entered into SAFETYNET	Goal
Q1				-
Q2				-
Q3				-
Q4				-
Total				100%

As of July 1, 2021, MSCVC is engaged in a collaborative endeavor with other agencies who conduct crash reporting in an effort to address missing information from received crash reports. CVC management has established a process with the Department of Public Safety to improve the data that is recorded in SAFETYNET.

Continuing in January 2022, the Division will monitor Fatal Crashes and upload 100% of Fatal Crashes in CY2022. Each month the Division will identify and acquire outstanding reports for input into SAFETYNET. Any outstanding discrepancies between MCMIS and FARS reported fatal crashes identified in SSDQs will be resolved in the first quarter of CY2022. The goals will be tracked using the tables below in the Performance Measurements and Monitoring section.

The State's crash repository has been offline for several years. The Division learned in the August 2021 ATRCC meeting that the repository has recently come back online, but is not current.

The Division is currently engaged in an initiative with the Alaska State Troopers (AST) to improve crash data. Through this initiative, the Division reviews AST crash reports to identify and correct incomplete reports. These reports involve all federally-reportable crashes, which include those with fatalities, injuries, and tows due to disabling damage. Examples of incomplete crash reports with blank data fields include those with incorrect DOT numbers and no cargo body type information. Prior to this partnership, AST incomplete crash reports would not be entered into SAFETYNET or would be entered with incorrect/incomplete information. This new effort allows for those reports to be corrected and recorded in SAFETYNET to improve Crash Consistency. Dependent on the success of this initiative, the Division intends to expand the effort to other law enforcement agencies, including the Anchorage Police Department.

As a performance measure towards the goal of improving data quality, the Division will report quarterly the number of identified incomplete AST crash reports and the number of those reports which have been corrected and uploaded to SAFETYNET. The table in the Performance Measurements and Monitoring section will track progress made towards this performance measure.

Attendance at the quarterly ATRC Committee meetings allows the Division to connect with other crash record stakeholders. The Division learns crucial information concerning the status of projects impacting crash data, such as the recent update to the State's crash repository status. The connections made through participation in the ATRC Committee allows the Division to form partnerships towards the goal of improving data quality. The Division's membership activity on the Committee includes voting on updates relating to CMV data on the State's crash report form, and providing MCSAP elements for the NHTSA Traffic Records Program Assessment (i.e. PRISM and SAFETYNET). Attendance at the quarterly ATRC Committee meetings will be reported quarterly.

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

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

Overall ratings of SSDQs will be monitored and reported quarterly, including how many were input within 90 days each quarter.

DataQ statuses are closely monitored and necessary actions are taken to ensure timeliness. DataQ timeliness will be reported quarterly to reflect the previous 12 months.

Goal Tracking tables:

Number of Reports with Discrepancies	Reports Resolved by end of Q1 CY2022	Percentage of Discrepancies Resolved	Goal
			100%

CY	Number of Fatal Crashes Occurred	Number of Fatal Crash Reports Received	Number of Fatal Crash Reports Entered into SAFETYNET	Goal
Q1				-
Q2				-
Q3				-
Q4				-
Total				100%

AST Incomplete Crash Reports - FFY 2022				
	Identified Incomplete AST Crash Reports	Corrected AST Crash Reports Entered into SAFETYNET	% of Identified Incomplete AST Crash Reports Corrected and Entered	Goal
Q1				100%
Q2				100%
Q3				100%
Q4				100%
Total				100%

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 350.207](#).) 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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 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:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	06/30/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	8
Current Number of Past Dues	0

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2020 - 2022

Summarize projected New Entrant safety audit activities in the table below.

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)	6	0	6	0	6	0
# of Safety Audits (Offsite)	18	0	18	0	18	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.

The New Entrant Auditor's Supervisor assigns audits that need to be completed to initiate the process. The Auditor determines eligibility and confirms the identified carriers are interstate carriers. Once the New Entrant Safety Audit is completed, the Supervisor reviews for accuracy before it is uploaded for Federal review.

There are no foreseen challenges at this time.

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.

Within the performance period of the grant, the Lead Agency anticipates ~~two~~ **one** Auditor (including a supervisory position) completing interstate onsite and offsite audits. The Auditor monitors offsite timelines to ensure timely completion.

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

Progress toward meeting the grant objective will be measured as a percentage of completion. All certifications will be tracked to ensure the Auditor maintains their necessary credentials.

Part 2 Section 10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, 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.

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

Trend Analysis for 2014 - 2018

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

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	214	388	258	254	188
Level 2: Walk-Around	210	275	135	265	186
Level 3: Driver-Only	622	647	326	445	370
Level 4: Special Inspections	0	9	0	0	0
Level 5: Vehicle-Only	0	6	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	1046	1325	719	964	744

Narrative Overview for FY 2020 - 2022

☐ The State chooses not to engage in border enforcement activities in FY 2020 - 2022. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

Projected Goals for FY 2020 - 2022

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2020 - 2022 - Border Enforcement			
	FY 2020	FY 2021	FY 2022
Number of International Commerce Regular CMV	590	540	540
Number of International Commerce HM	10	10	10
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	600	550	550
Number of Fixed Facility International Inspections	600	550	550
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

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

It is anticipated that the Lead Agency (MSCVC) will use FY2019 - Border Enforcement grant dollars to fund the activities identified in the FY2020 - Border Enforcement Focus Area.

It is anticipated that the Lead Agency (MSCVC) will use FY2021 Border Enforcement grant dollars to fund the activities identified in the FY2022 Border Enforcement Focus Area.

The majority of trucks engaged in international commerce enter or exit the state of Alaska by road at the Alaska/Canada border at the Tok Port of Entry. Due to this fact, it is anticipated that CVCI's stationed at the Tok Inspection/Weigh Station, located approximately 87 miles west of the US Customs border crossing facility on the Alaska Highway, will conduct inspections while looking for carriers engaged in international commerce at the inspection/weigh station.

Activity Plan for FY 2020 - 2022: Describe the specific activities planned to reach border enforcement goals.

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

- Conduct Border Enforcement inspections at the Tok inspection/weigh station.
- Conduct joint activity with our Canadian counterparts during the 2020 (in Alaska), 2021 (in Canada), and 2022 (in Alaska) International Roadcheck Weeks.

Anticipated challenges:

- The Tok Inspection/Weigh Station operates nearly on a 24-hours-a-day, 7-days-a-week basis with one officer on duty; frequently, multiple vehicles arrive at the same time, dictating that the on-duty CVCI identify one CMV he or she will interact with rather than holding all of them at the inspection/weigh station, which results in a delay in commerce. Since it is not known if a particular CMV is involved in foreign, domestic, or intrastate commerce until a driver interview has been conducted, it is possible that the solitary CVCI will not interact with all CMVs in foreign commerce entering or exiting the State.
- The amount of CMV traffic traveling on the Alaska Highway and, therefore, interacting with the Tok Inspection/Weigh Station is largely dependent on the amount of trade taking place and the general economy.
- A large portion of the CMV traffic crossing the Alaska/Canada border at the Tok Port of Entry consists of those vehicles traveling from one location in Alaska to another (e.g., from Fairbanks, AK to Haines, AK, which requires travel through Canada) or between a State in the lower 48 and Alaska. FMCSA's Border Enforcement Program guidelines state: "A shipment that originates in one State in the United States and terminates in another State in the United States is not considered transportation in international commerce, even if part of the transportation occurs in a foreign country." Therefore, a significant number of the CMVs seen at the Tok Inspection/Weigh Station are not considered to be in international commerce.

The Tok Port of Entry meets the requirement of Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings and is identified in the eCVSP as the primary location for Border Enforcement inspections. This is consistent with the previous year's activities with the exception of the International Roadcheck travel to Canada, as it is Canada's turn to travel to Alaska in 2020.

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

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

FY2021 Annual Update

Inspection Level:	Qtr 1	Qtr 2	Qtr 3	Qtr 4	TOTAL
Level I	12	0	79	79	170
Level II	30	25	25	20	100
Level III	100	100	40	40	280
GRAND TOTAL:					550
 HazMat inspections*	 3	 3	 2	 2	 10

*These counts are included in the 550 total, above.

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.

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.*

None.

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

None.

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

None.

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

None.

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.

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 2022 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. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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	\$1,863,775.00	\$98,093.00	\$1,961,868.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$294,280.00
MOE Baseline:	\$16,766.40

Part 4 Section 2 - Personnel

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

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

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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):	\$294,280.00
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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
Chief, Commercial Vehicle Compliance	1	50.0000	\$92,278.00	\$46,139.00	\$43,832.05	\$2,306.95	\$0.00
Statewide Supervisor (CVCI V)	1	45.0000	\$73,241.50	\$32,958.67	\$31,310.74	\$1,647.93	\$0.00
Area Supervisors (CVCI IV)	3	30.0000	\$69,042.00	\$62,137.80	\$59,030.91	\$3,106.89	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	25	25.0000	\$52,258.00	\$326,612.50	\$310,281.87	\$16,330.63	\$10,500.00
New Entrant CVCI (CVCI IV)	1	60.0000	\$54,264.00	\$32,558.40	\$30,930.48	\$1,627.92	\$0.00
Program Coordinator	1	55.0000	\$79,698.00	\$43,833.90	\$41,642.20	\$2,191.70	\$0.00
Grants Administrator III	1	55.0000	\$61,710.00	\$33,940.50	\$32,243.48	\$1,697.02	\$0.00
Research Analyst	1	50.0000	\$50,354.00	\$25,177.00	\$23,918.15	\$1,258.85	\$0.00
Administrative Support	1	10.0000	\$70,771.00	\$7,077.10	\$6,723.25	\$353.85	\$0.00
Grants Administrator II	1	20.0000	\$61,880.00	\$12,376.00	\$11,757.20	\$618.80	\$0.00
CVCI I - MCSAP Support	4	15.0000	\$48,586.00	\$29,151.60	\$27,694.02	\$1,457.58	\$0.00
Subtotal: Salary				\$651,962.47	\$619,364.35	\$32,598.12	\$10,500.00
Overtime Project Costs							
CVCI Overtime	25	3.0000	\$78,387.00	\$58,790.25	\$55,850.74	\$2,939.51	\$0.00
Subtotal: Overtime				\$58,790.25	\$55,850.74	\$2,939.51	\$0.00
TOTAL: Personnel				\$710,752.72	\$675,215.09	\$35,537.63	\$10,500.00
Accounting Method:	Accrual						

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

FY22 Updates Highlighted in Orange

Grant funding is requested for Lead Agency staff and Commercial Vehicle Compliance Inspectors (CVCIs) to charge their time while performing various safety enforcement duties and training during the grant-funded period. The time and equipment timesheets document work performed each pay period. The total anticipated cost of personnel for this project is **\$710,752.72**. MCSAP Basic-funded payroll overtime is projected to not exceed 15% of the MCSAP Basic award amount. Of this total, funds for overtime costs for CVCIs, planning, and administrative staff are budgeted at **\$58,790.25**.

The **Chief, Commercial Vehicle Compliance (0.45 0.50 FTE)** will spend time on training, educational outreach, enforcement and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, PRISM support, etc.

The **Statewide Supervisor (CVCI V) (0.45 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, etc.

The **Area Supervisors (CVCI IV) (0.30 FTE each)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, etc.

The **Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III) (0.24 0.25 FTE each)** will spend time performing various safety enforcement duties, educational outreach, training, and administrative duties such as uploading of data to the MCMIS database, carrier verifications, court appearances for citations, execute pilot program

for unmanned vehicles, etc.

The **NE Commercial Vehicle Compliance Inspector (CVCI IV) (0.60 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Program Coordinator(s) (0.50 FTE)** and **Grants Administrator(s) (0.20 FTE - 0.50 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, human resource activities, procurement, financial management, recruitment, MCSAP grant application/eCVSP development, PRISM support, input safety and inspection data into the SAFETYNET and DataQ systems, certifying driver/vehicle inspections, etc.

The **Research Analyst (0.50 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, MCSAP grant application/eCVSP development, etc.

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

CVCI I - MCSAP Support staff (0.15 FTE) tasks will include various safety enforcement activities and administrative duties such as biennial updates (MCS-150), carrier verifications, and registrations (PRISM). These are duties which are currently being done by certified CVCI's in addition to conducting inspections. Dedicated CVCI I - MCSAP Support staff will perform these administrative duties which allows certified CVCI's to devote more time to CMV safety 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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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
Grants Administrator II	89.0000	20.0000	\$61,880.00	\$11,014.64	\$10,463.91	\$550.73	\$0.00
Chief, Commercial Vehicle Compliance	89.0000	50.0000	\$92,278.00	\$41,063.71	\$39,010.52	\$2,053.19	\$0.00
Statewide Supervisor (CVCI V)	89.0000	45.0000	\$73,241.50	\$29,333.22	\$27,866.56	\$1,466.66	\$0.00
Area Supervisors (CVCI IV)	89.0000	30.0000	\$207,126.00	\$55,302.64	\$52,537.51	\$2,765.13	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	89.0000	25.0000	\$1,306,450.00	\$290,685.12	\$276,150.86	\$14,534.26	\$9,345.00
NE Commercial Vehicle Compliance Inspector (CVCI IV)	89.0000	60.0000	\$54,264.00	\$28,976.97	\$27,528.12	\$1,448.85	\$0.00
Program Coordinator	89.0000	55.0000	\$79,698.00	\$39,012.17	\$37,061.56	\$1,950.61	\$0.00
Grants Administrator III	89.0000	55.0000	\$61,710.00	\$30,207.04	\$28,696.69	\$1,510.35	\$0.00
Research Analyst	89.0000	50.0000	\$50,354.00	\$22,407.53	\$21,287.15	\$1,120.38	\$0.00
Administrative Support	89.0000	10.0000	\$70,771.00	\$6,298.61	\$5,983.68	\$314.93	\$0.00
Fringe for CVCI Overtime	36.0000	3.0000	\$1,959,675.00	\$21,164.49	\$20,106.27	\$1,058.22	\$0.00
CVCI I - MCSAP Support	89.0000	15.0000	\$194,344.00	\$25,944.92	\$24,647.67	\$1,297.25	\$0.00
TOTAL: Fringe Benefits				\$601,411.06	\$571,340.50	\$30,070.56	\$9,345.00

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

Grant funding is requested for the Lead Agency staff and CVCIs to charge their associated payroll benefit costs while performing MCSAP-related duties such as, but not limited to: conducting safety enforcement inspections and tasks, training, and administrative duties. The total anticipated cost of fringe benefits for this project is ~~\$534,191.06~~ **\$601,411.06**. The specific amount of benefits, insurance, leave taken, and over/under variance, etc. for each staff member (based on exact salary costs) will be included in each voucher. As the State operates on an accrual-based leave system, only actual hours worked on MCSAP-related duties will be charged to the grant.

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

Per the **August 30, 2021** USDOT/FHWA ICAP approval letter, the ~~92%~~ **89%** Fringe Benefits rate is based on the following:

Effective Period: July 1, 2021 – June 30, 2022

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	44%	38%
Insurance	31%	0%
Leave Taken	16%	0%
Over/Under Variance	-2%	-2%
Total	189%	136%

Applicable To: All programs not specifically exempted by law

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
Conference Travel	17	90	100.0000	\$46,968.00	\$44,619.60	\$2,348.40	\$0.00
Training Travel	41	232	100.0000	\$72,765.00	\$69,126.75	\$3,638.25	\$0.00
Routine Travel	3	40	100.0000	\$22,150.00	\$21,042.50	\$1,107.50	\$0.00
TOTAL: Travel				\$141,883.00	\$134,788.85	\$7,094.15	\$0.00

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

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

1. **2022 North American Inspectors Competition (NAIC)** (Aug 15-19, 2022, Indianapolis, IN)

1 person, 6 days, airfare: \$650 **\$1,300**; per diem: \$57/day; hotel: \$200/night; ground transportation: \$125
Attendance at this competition increases the Lead Agency's knowledge of the CMV inspection program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2. **2022 2023 CVSA Workshop** (~~Apr 3-7, 2022, Bellevue, WA~~) (**Apr 23-27, 2023, Memphis, TN**)

~~2~~ **3** people, 5 days, airfare: \$650 **\$1,300**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person

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

3. **2022 2023 CVSA COHMED Conference** (~~Jan 24-28, 2022, San Diego, CA~~) (**Jan 23-27, 2023, San Antonio, TX**)

~~1~~ **2** people, 7 days, airfare: \$650 **\$1,300**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125

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

4. **2022 2023 MCSAP Conference/Planning Meeting** (date & location unknown at this time)

3 people, 5 days, airfare: \$650 **\$1,300**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person

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

field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

5. 2022 CVSA Annual Conference & Exhibition (Sep 18-22, 2022, Rapid City, SD)

~~2~~ **3** people, 7 days, airfare: \$650 **\$1,300**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person

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

6. 2022 CVSA Data Management, Quality & FMCSA Systems Training (August 16-18, 2022, Indianapolis, IN))

~~4~~ **2** people, 5 days, airfare: \$650 **\$1,300**/person; per diem: \$61/day; hotel: \$233/night; ground transportation: \$125

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

7. Western Association of State Highway and Transportation Officials (WASHTO) Annual Meeting (date & location unknown at this time)

~~1~~ **1** person, 5 days; airfare: ~~\$800~~ **\$1,300**/person; per diem: \$66/day; hotel: \$220/night; ground transportation: \$125

Attendance at this conference allows the Lead Agency to harmonize regulations/permit requirements with other states, including information exchange, proposed legislation evaluation, best practices sharing, and implementation to promote safe and effective transportation systems. This forum allows the opportunity to network with other permitting professionals and industry to exchange ideas, and explore techniques of the permitting process. The Western organization represents western state government officials to help develop national policies on transportation issues.

8. Western Commerical Vehicle Safety Summit (Nov 29-30, 2022, Denver, CO)

2 people, 4 days; airfare: **\$1,300**/person; per diem: \$69/day; hotel: \$220/night; ground transportation: **\$125**

The focus of this Summit will be on efforts to reduce distracted driving by CMV drivers and others operating around CMVs, as well as CMV safety in work zones.

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

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

- **WASHTO Fall Conference**
- Western States CMV Safety Summit
- Traffic Records Forum
- CVSA Brake Symposium

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

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

5 people, 14 days, airfare: \$650 **\$1,300**/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person

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

11. General Hazardous Materials

3 people, 6 days, airfare \$650 **\$1,300**/person; per diem \$61/day; hotel: \$220/day; ground transportation: \$125/person

This training will instruct CVCIs in inspecting HazMat shipments for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business. If a sufficient number of attendees are committed to this course, it may be offered in-state.

12. Cargo Tank Inspection Training

3 people, 6 days, airfare ~~\$650~~ \$1,300/person; per diem \$61/day; hotel: \$220/day; ground transportation: \$125/person
This training will instruct CVCIs in inspecting Cargo Tank motor vehicles transporting hazardous material for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business. If a sufficient number of attendees are committed to this course, it may be offered in-state.

13. 2022 CVCi Annual Training and Alaskan Inspector's Championship (Fairbanks, AK)

30 people (24 28 traveling), 4 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$200/day

This training is essential in order to provide refresher training to the State's CVCIs and provide them with information regarding new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the CVCIs to participate in the question and answer sessions and to foster relationships within the cadre.

14. Post Crash Investigation Training (Florida or Nebraska)

2 people 7 days, airfare: ~~\$650~~ \$1,300/person; per diem: \$51/day; hotel: \$220/night; ground transportation: \$125/person

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

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

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

- Passenger Vehicle Inspection Training
- Procurement Regulations Training
- Regional HazMat Training
- Other Bulk Packaging/Dangerous Goods
- Electronic Logging Device
- Electronic Mobile Mapping Technology - Roadside Basics
- Inspection Software Programs
- Grant Management/Grant Writing Training
- New Entrant Safety Audit Course
- Skills Performance Evaluation
- SQL Database Training
 - Microsoft SQL (Structured Query Language) is the only database language used for querying information to compile data for MCSAP-related activities. It provides access to data from a variety of systems (i.e. SAFETYNET) including inspection and crash information used for mandatory Federal reporting. In order to meet this requirement, specific MSCVC staff in support of MCSAP must attend and be trained in this course. This training is not available in Alaska.

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

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

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

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

17. US/Canada CVC Outreach & Education

2 people, 5 days, per diem: \$61/day; hotel: \$220/night; SEF: \$550 (budgeted in the "Other" category)
This travel will be used to interact with our Canadian counterparts, participate in joint inspection activity with them, educate the CMV drivers that transit the US-Canada border area on the Alaska Highway, and to focus on international traffic crossing there.

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

Fly-in: 1 person, 3 trips, 5 days/trip, airfare/trip: \$650; per diem: \$60/day; hotel: \$220/night; ground transportation: \$250 included

The New Entrant Auditor will travel to 3 locations throughout the state that are not accessible by road to conduct Audits.

Drive-to: 1 person, 3 trips, 5 days/trip, SEF/trip: \$300 (budgeted in the "Other" category); per diem: \$60/day; hotel: \$220/night

The New Entrant Auditor will travel to 3 locations throughout the state that are accessible by road to conduct Audits.

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Haenni Portable Scales	12	\$5,500.00	100	\$66,000.00	\$62,700.00	\$3,300.00	\$0.00
TOTAL: Equipment				\$66,000.00	\$62,700.00	\$3,300.00	\$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.

Haenni Portable Scales

Portable Scales used by CVCIs during Roadside CMV Safety enforcement, and only used in conjunction with an inspection. These portable scales are used to enforce legal weights on CMVs which reduces the risk of overloaded CMVs and reduces roadway degradation. Increased deployment of portable scales will result in additional weight enforcement of overloaded CMVs which represent a clear safety hazard. Purchasing portable scales from Loadometer Corporation is an investment in both traffic safety as well as Alaska's infrastructure.

These Portable Scales are expected to be prepositioned in areas away from fixed inspection/weigh stations that include mountainous terrains or ports, specifically Juneau and Valdez, AK.

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
CVCI Laptop Computers	5 ea	\$3,200.00	100.0000	\$16,000.00	\$15,200.00	\$800.00	\$0.00
CVCI Mobile Printer/Scanners	2 ea	\$500.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
CVCI Inspection Supplies	8 full set	\$750.00	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Office and Inspection/Weigh Station Supplies	1 per year	\$21,500.00	50.0000	\$10,750.00	\$10,212.50	\$537.50	\$0.00
Inspection/Weigh Station All-in-One Printers	2 ea	\$880.00	50.0000	\$880.00	\$836.00	\$44.00	\$0.00
CVCI Uniforms/Safety Gear	8 full set	\$2,200.00	100.0000	\$17,600.00	\$16,720.00	\$880.00	\$0.00
IT Support Supplies	1 per year	\$1,827.34	100.0000	\$1,827.34	\$1,735.96	\$91.38	\$0.00
Roadside Inspection Signs	3 full set	\$2,200.00	100.0000	\$6,600.00	\$6,270.00	\$330.00	\$0.00
Outreach Signs	2 full set	\$355.00	100.0000	\$710.00	\$674.50	\$35.50	\$0.00
Protective Transport Cases for Portable Scales	4 each	\$400.00	100.0000	\$1,600.00	\$1,520.00	\$80.00	\$0.00
Portable Scales Storage Containers	2 each	\$1,400.00	100.0000	\$2,800.00	\$2,660.00	\$140.00	\$0.00
TOTAL: Supplies				\$65,767.34	\$62,478.96	\$3,288.38	\$0.00

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

CVCI Laptop Computers:

These items, including tablets and vehicle docking stations, will be purchased to replace laptops used by CVCI that have reached the end of their service and useful lives. The laptop computers for the CVCI are used strictly in the performance of MCSAP inspections; without the inspection program, there would be no need for these laptops.

CVCI Mobile Scanner/Printers:

These items will be purchased to replace those CVCI mobile scanner/printers that are at the end of their service lives. The mobile scanner/printers for the CVCI are used strictly in the performance of MCSAP inspections; without the inspection program, there would be no need for these items.

CVCI Inspection Supplies:

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

Office and Inspection/Weigh Station Supplies:

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

Inspection/Weigh Station All-in-One Printers:

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

CVCI Uniforms/Safety Gear:

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

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

IT Support Supplies:

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

Roadside Inspection Signs:

This line item includes the purchase of Roadside Inspection Signs used by CVCIs for roadside CMV safety enforcement activities away from fixed inspection/weigh stations.

Outreach Signs:

This line item includes the purchase of signs used for outreach events, such as the Seatbelt Safety Awareness day held annually at fixed Inspection/Weigh Stations.

Protective Transport Cases for Portable Scales:

This line item includes protective Pelican transport cases for the roadside portable scales used in conjunction with a CMV inspection.

Portable Scales Storage Containers:

This line item includes secure KNAACK storage boxes for roadside CMV inspection portable scales pre-positioned around the State (i.e. Juneau and Valdez, AK).

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
Alaska State Troopers	EIN 926001185	Contract	100.0000	\$60,000.00	\$57,000.00	\$3,000.00	\$0.00
Description of Services: CMV Safety Enforcement Contracts							
Local Police Departments	EIN 0	Contract	100.0000	\$18,750.00	\$17,812.50	\$937.50	\$0.00
Description of Services: CMV Safety Enforcement Contracts							
TOTAL: Contractual and Subaward				\$78,750.00	\$74,812.50	\$3,937.50	\$0.00

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

CMV Safety Enforcement Contracts

This line item includes CMV Safety Enforcement conducted by Alaska State Troopers and local Police Departments. Contracts with local law enforcement in areas of Alaska without a CVCI presence will expand the reach of the Division's current CMV enforcement activity. Grant funded local law enforcement agencies must have successfully completed North American Standard (NAS) A and/or B training to conduct CMV enforcement within their respective jurisdiction. This funding would allow the Division to enter into as many as four (4) formal Enforcement Contracts with Alaska State Troopers/Airport Police and Fire and three (3) formal contracts with local Police departments. Each of

these contracts will reimburse the contracted law enforcement agency for each verified and billed inspection conducted during the course of the contract.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Other	6.78	\$1,837,299.12	\$124,568.88	\$118,340.44	\$6,228.44
TOTAL: Indirect Costs			\$124,568.88	\$118,340.44	\$6,228.44

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
Other Expenses	1 annual expenses	\$12,750.00	100.0000	\$12,750.00	\$12,112.50	\$637.50	\$0.00
Software Licensing & Maintenance	1 annual expenses	\$1,428.58	70.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
SEF - Fuel	1 annual expenses	\$18,000.00	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	1 annual expenses	\$47,680.00	100.0000	\$47,680.00	\$45,296.00	\$2,384.00	\$0.00
CVSA Decals	1 annual expenses	\$1,800.00	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
Professional Memberships (CVSA, Pre-Clearance System, etc.)	1 ea	\$7,800.00	100.0000	\$7,800.00	\$7,410.00	\$390.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, radios, VOIP, etc.)	1 annual expenses	\$22,000.00	100.0000	\$22,000.00	\$20,900.00	\$1,100.00	\$0.00
Conference Room Rental	8 days	\$1,200.00	100.0000	\$9,600.00	\$9,120.00	\$480.00	\$0.00
Out-of-Service Criteria	35 ea	\$45.00	100.0000	\$1,575.00	\$1,496.25	\$78.75	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	40 ea	\$46.00	100.0000	\$1,840.00	\$1,748.00	\$92.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	20 ea	\$52.00	100.0000	\$1,040.00	\$988.00	\$52.00	\$0.00
Conference Registration Fees	6 ea	\$750.00	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Legal Services	1 annual expenses	\$8,250.00	100.0000	\$8,250.00	\$7,837.50	\$412.50	\$0.00
Training Tuition	4 each	\$1,575.00	100.0000	\$6,300.00	\$5,985.00	\$315.00	\$0.00
Emergency Repairs	1 annual expense	\$20,000.00	100.0000	\$20,000.00	\$19,000.00	\$1,000.00	\$0.00
Calibration of Portable Scales	120 each	\$85.00	50.0000	\$5,100.00	\$4,845.00	\$255.00	\$0.00
Portable Scale Load Cell Calibration	1 each	\$2,000.00	50.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
	1	\$2,500.00	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00

Printer Warranties and Service Agreements	annual expense						
TOTAL: Other Costs				\$172,735.00	\$164,098.25	\$8,636.75	\$0.00

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

Other Expenses:

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

Software Licensing & Maintenance:

This expense includes VMWare production software and WhatsUp Gold support software. These software support the virtual server infrastructure (which provides the virtual server infrastructure for all critical MSCVC services including Microsoft Windows Servers running SAFETYNET, safety/enforcement databases, TraCS citation repositories and data exchange interfaces (i.e. CVIEW, PRISM), ensuring that these data exchange interfaces are available at all times). MCSAP will fund 70% of these expenses with the remaining 30% provided by other funding sources. The remaining expenses will not be counted toward MOE. Other software costs include state accounting software suite, and encryption software deployed on CVCI laptops. The amount paid from MCSAP for each item will be prorated according to the anticipated percentage of dedication to MCSAP eligible activities.

SEF

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

SEF - Fuel:

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

SEF - Vehicle Fleet Costs (Operation & Maintenance):

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

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

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

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

SEF Costs

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

CVSA Decals:

The Division will purchase CVSA decals to be affixed upon successful completion of Level I inspections during FY19.

The budgeted amount includes estimated shipping costs.

Professional Memberships (CVSA, Pre-Clearance System, etc.):

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

A Pre-clearance System will allow Alaska-based carriers that have safe and legal participating commercial vehicles to bypass weigh stations within the state and other member states. The State of Alaska has not yet selected a vendor or determined if an ITD Pre-Clearance system is needed, but if a Pre-Clearance system vendor is needed it is anticipated to be one of these three vendors; BestPass, PrePass, or DriveWyse.

Communications (landlines, wireless, data/networks, aircards, desk phones, radios, VPN, VOIP, etc.)

Communication expenses are direct costs supporting Roadside Enforcement, Inspection/Weigh Station Activity, and Other MCSAP-Related Activity. The amount paid from MCSAP for each expense will be prorated according to the anticipated percentage of dedication to MCSAP-eligible activities, and the remaining expenses will not be counted towards MOE.

Roadside Enforcement: Examples of communication expenses in support of MCSAP-eligible Roadside Enforcement include the inReach Devices annual service fee (satellite messaging system used when roadside and outside of cell network), Aircards (internet connection when roadside), and Wireless (cell phones used by CVCI's).

Inspection/Weigh Station Activity: Examples of communication expenses in support of MCSAP-eligible Inspection/Weigh Station Activity include telephone landlines (for MCSAP-related communications), data/networks (internet used for uploading and accessing inspection data), VOIP (internet-based communication system such as Microsoft Teams and Cisco, for MCSAP-related communications).

Other MCSAP-Related Activity: Examples of communication expenses in support of Other MCSAP-Related Activity includes expenses for management and support staff Wireless, VOIP, and data/networks used for issuing transponders, accessing USDOT numbers, carrier's bi-annual registration update, New Entrant Auditor activities, PRISM, data quality systems, SAFETYNET, etc.

Conference Room Rental:

Throughout FY22 the Lead Agency anticipates hosting or conducting approximately 2 training sessions in the State. Each of these courses will be attended by between 15 and 30 people and last 4 days each. The Lead Agency's own conference room is insufficient in size for such sessions; therefore, MSCVC anticipates renting conference space at local facilities. At an average price of \$1,200 per day, including the facility and necessary equipment, the estimated cost of 8 days' of rental for this purpose is \$9,600.

Out-of-Service Criteria:

Published annually by CVSA, this document contains up-to-date information on out-of-service criteria for commercial vehicle drivers and vehicles. If books are purchased, it includes shipping costs.

Federal Motor Carrier Safety Regulations:

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

HazMat 49 CFR 100-185 Books:

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

Conference Registration Fees:

Registration fees for MCSAP-related conferences such as the CVSA COHMED Conference, the CVSA Workshop, etc. average \$650 per person per conference.

Legal Services:

This funding will pay for services performed by the State of Alaska Department of Law in regard to review and approval of the MCSAP-required Annual Certification of Compatibility and the review of any new regulations established/changed as a result of that review. Legal services are billed directly to the Division, and are not included in the State's Indirect Costs. Legal services are only requested as needed, and are not a routine reoccurring expense. After the Division engages the Department of Law, the Division receives an itemized bill detailing the nature of the service provided. Through the itemized bills, the Department of Law requests a reimbursement for their time and services rendered. The itemized bills allow for MCSAP-related projects to be easily identified, to ensure they are funded appropriately. Examples of services provided by the Department of Law include, but are not limited to, the

compatibility review for compliance with the eCVSP annual requirements, as well as amending Alaska's regulations related to the 49 Code of Federal Regulations (CFR) adopted by reference.

Training Tuition:

Tuition for MCSAP-related trainings such as Project Management Leadership, Project Management Fundamentals, and SQL Database Training. These trainings will develop project management skills and database knowledge for personnel directly responsible for administering/supporting the MCSAP program.

Emergency Repairs:

This funding will pay for emergency repair expenses for continuity of operations. Repairs may be necessary due to damage caused by vandalism or acts of nature. Emergency repairs may be required to remedy critical failures of equipment such as Inspection/Weigh Station open/closed and variable message signs or facility repairs (i.e. faulty door locks, broken windows).

Calibration of Portable Scales:

This funding will pay for calibration of Portable Scales, which includes certification of the scale accuracy. The portable scales are specifically used in conjunction with CMV roadside inspections. This expense will be funded 50% MCSAP, with the remaining expense not counted towards MOE.

Portable Scale Load Cell Calibration:

This funding will pay for the calibration of the load cell used for calibrating the Portable Scales to be used during roadside CMV inspections. This expense will be funded 50% MCSAP, with the remaining expense not counted towards MOE.

Printer Warranties and Service Agreements:

This expense includes warranties and service agreements for ongoing operations of printers used in support of MCSAP activities. The amount paid for each expense will be prorated according to the anticipated percentage of dedication to MCSAP eligible activities, and the remaining expenses will not be counted towards MOE.

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	\$1,863,775.00	\$98,093.00	\$1,961,868.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$294,280.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Chief, Commercial Vehicle Compliance	\$43,832.05	\$2,306.95	\$46,139.00	\$0.00
Statewide Supervisor (CVC I V)	\$31,310.74	\$1,647.93	\$32,958.67	\$0.00
Area Supervisors (CVC I IV)	\$59,030.91	\$3,106.89	\$62,137.80	\$0.00
Commercial Vehicle Compliance Inspectors (CVC I I, II, & III)	\$310,281.87	\$16,330.63	\$326,612.50	\$10,500.00
New Entrant CVC I (CVC I IV)	\$30,930.48	\$1,627.92	\$32,558.40	\$0.00
Program Coordinator	\$41,642.20	\$2,191.70	\$43,833.90	\$0.00
Grants Administrator III	\$32,243.48	\$1,697.02	\$33,940.50	\$0.00
Research Analyst	\$23,918.15	\$1,258.85	\$25,177.00	\$0.00
Administrative Support	\$6,723.25	\$353.85	\$7,077.10	\$0.00
Grants Administrator II	\$11,757.20	\$618.80	\$12,376.00	\$0.00
CVC I I - MCSAP Support	\$27,694.02	\$1,457.58	\$29,151.60	\$0.00
Salary Subtotal	\$619,364.35	\$32,598.12	\$651,962.47	\$10,500.00
CVC I Overtime	\$55,850.74	\$2,939.51	\$58,790.25	\$0.00
Overtime subtotal	\$55,850.74	\$2,939.51	\$58,790.25	\$0.00
Personnel total	\$675,215.09	\$35,537.63	\$710,752.72	\$10,500.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Grants Administrator II	\$10,463.91	\$550.73	\$11,014.64	\$0.00
Chief, Commercial Vehicle Compliance	\$39,010.52	\$2,053.19	\$41,063.71	\$0.00
Statewide Supervisor (CVCI V)	\$27,866.56	\$1,466.66	\$29,333.22	\$0.00
Area Supervisors (CVCI IV)	\$52,537.51	\$2,765.13	\$55,302.64	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	\$276,150.86	\$14,534.26	\$290,685.12	\$9,345.00
NE Commercial Vehicle Compliance Inspector (CVCI IV)	\$27,528.12	\$1,448.85	\$28,976.97	\$0.00
Program Coordinator	\$37,061.56	\$1,950.61	\$39,012.17	\$0.00
Grants Administrator III	\$28,696.69	\$1,510.35	\$30,207.04	\$0.00
Research Analyst	\$21,287.15	\$1,120.38	\$22,407.53	\$0.00
Administrative Support	\$5,983.68	\$314.93	\$6,298.61	\$0.00
Fringe for CVCI Overtime	\$20,106.27	\$1,058.22	\$21,164.49	\$0.00
CVCI I - MCSAP Support	\$24,647.67	\$1,297.25	\$25,944.92	\$0.00
Fringe Benefits total	\$571,340.50	\$30,070.56	\$601,411.06	\$9,345.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Travel	\$44,619.60	\$2,348.40	\$46,968.00	\$0.00
Training Travel	\$69,126.75	\$3,638.25	\$72,765.00	\$0.00
Routine Travel	\$21,042.50	\$1,107.50	\$22,150.00	\$0.00
Travel total	\$134,788.85	\$7,094.15	\$141,883.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Haenni Portable Scales	\$62,700.00	\$3,300.00	\$66,000.00	\$0.00
Equipment total	\$62,700.00	\$3,300.00	\$66,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVCI Laptop Computers	\$15,200.00	\$800.00	\$16,000.00	\$0.00
CVCI Mobile Printer/Scanners	\$950.00	\$50.00	\$1,000.00	\$0.00
CVCI Inspection Supplies	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Office and Inspection/Weigh Station Supplies	\$10,212.50	\$537.50	\$10,750.00	\$0.00
Inspection/Weigh Station All-in-One Printers	\$836.00	\$44.00	\$880.00	\$0.00
CVCI Uniforms/Safety Gear	\$16,720.00	\$880.00	\$17,600.00	\$0.00
IT Support Supplies	\$1,735.96	\$91.38	\$1,827.34	\$0.00
Roadside Inspection Signs	\$6,270.00	\$330.00	\$6,600.00	\$0.00
Outreach Signs	\$674.50	\$35.50	\$710.00	\$0.00
Protective Transport Cases for Portable Scales	\$1,520.00	\$80.00	\$1,600.00	\$0.00
Portable Scales Storage Containers	\$2,660.00	\$140.00	\$2,800.00	\$0.00
Supplies total	\$62,478.96	\$3,288.38	\$65,767.34	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Alaska State Troopers	\$57,000.00	\$3,000.00	\$60,000.00	\$0.00
Local Police Departments	\$17,812.50	\$937.50	\$18,750.00	\$0.00
Contractual and Subaward total	\$74,812.50	\$3,937.50	\$78,750.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Other Expenses	\$12,112.50	\$637.50	\$12,750.00	\$0.00
Software Licensing & Maintenance	\$950.00	\$50.00	\$1,000.00	\$0.00
SEF - Fuel	\$17,100.00	\$900.00	\$18,000.00	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	\$45,296.00	\$2,384.00	\$47,680.00	\$0.00
CVSA Decals	\$1,710.00	\$90.00	\$1,800.00	\$0.00
Professional Memberships (CVSA, Pre-Clearance System, etc.)	\$7,410.00	\$390.00	\$7,800.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, radios, VOIP, etc.)	\$20,900.00	\$1,100.00	\$22,000.00	\$0.00
Conference Room Rental	\$9,120.00	\$480.00	\$9,600.00	\$0.00
Out-of-Service Criteria	\$1,496.25	\$78.75	\$1,575.00	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	\$1,748.00	\$92.00	\$1,840.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	\$988.00	\$52.00	\$1,040.00	\$0.00
Conference Registration Fees	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Legal Services	\$7,837.50	\$412.50	\$8,250.00	\$0.00
Training Tuition	\$5,985.00	\$315.00	\$6,300.00	\$0.00
Emergency Repairs	\$19,000.00	\$1,000.00	\$20,000.00	\$0.00
Calibration of Portable Scales	\$4,845.00	\$255.00	\$5,100.00	\$0.00
Portable Scale Load Cell Calibration	\$950.00	\$50.00	\$1,000.00	\$0.00
Printer Warranties and Service Agreements	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Other Costs total	\$164,098.25	\$8,636.75	\$172,735.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,745,434.15	\$91,864.97	\$1,837,299.12	\$19,845.00
Indirect Costs	\$118,340.44	\$6,228.44	\$124,568.88	NA
Total Costs Budgeted	\$1,863,774.59	\$98,093.41	\$1,961,868.00	\$19,845.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$1,863,775.00	\$98,093.00	\$1,961,868.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$294,280.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$619,364.35	\$32,598.12	\$651,962.47	\$10,500.00
Overtime Subtotal	\$55,850.74	\$2,939.51	\$58,790.25	\$0.00
Personnel Total	\$675,215.09	\$35,537.63	\$710,752.72	\$10,500.00
Fringe Benefits Total	\$571,340.50	\$30,070.56	\$601,411.06	\$9,345.00
Travel Total	\$134,788.85	\$7,094.15	\$141,883.00	\$0.00
Equipment Total	\$62,700.00	\$3,300.00	\$66,000.00	\$0.00
Supplies Total	\$62,478.96	\$3,288.38	\$65,767.34	\$0.00
Contractual and Subaward Total	\$74,812.50	\$3,937.50	\$78,750.00	\$0.00
Other Costs Total	\$164,098.25	\$8,636.75	\$172,735.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,745,434.15	\$91,864.97	\$1,837,299.12	\$19,845.00
Indirect Costs	\$118,340.44	\$6,228.44	\$124,568.88	NA
Total Costs Budgeted	\$1,863,774.59	\$98,093.41	\$1,961,868.00	\$19,845.00

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Daniel V. Smith
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Tammy Kramer
4. What is this person's title? Program Coordinator II

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

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

State Certification declaration:

I, Daniel V. Smith, Director, on behalf of the State of ALASKA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

*The MCSAP lead agency does not perform the established 2004/2005 levels of effort as prescribed in Part 2-Crash Reduction and National Program Elements, 5-Traffic Enforcement section of the eCVSP. * The lead MCSAP agency does not conduct traffic enforcement, to include comprehensive and high visibility traffic enforcement, removing impaired drivers, drug interdiction, and criminal interdiction activities related to human trafficking. These activities are performed by the Department of Public Safety. * Alaska does not perform Investigations.

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? Seneca Freitag
2. What is the title of your certifying State official? Assistant Attorney General
3. What are the phone # and email address of your State official? (907) 269-5120 seneca.freitag@alaska.gov

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

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

I, Seneca Freitag, 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

MEMORANDUM

State of Alaska

Department of Law

TO: Katherine Hensley,
Program Coordinator
DOT&PF MSCVC

Inga Johnson,
Grant Administrator
DOT&PF MSCVC

DATE: April 23, 2021

FILE NO.: 2019101902

PHONE: (907) 269-5120

FROM: Seneca Freitag, 
Assistant Attorney General
Transportation Section

SUBJECT: Annual regulation
compatibility review

At the request of the Alaska Department of Transportation and Public Facilities (DOT&PF), Division of Measurement Standards and Commercial Vehicle Compliance (MSCVC), I have conducted an annual regulation compatibility review as required by 49 CFR §350.303(d). I performed this same review last year and submitted the conclusions of that review in a memorandum on May 15, 2020.

On September 29, 2020, my colleague, AAG Rick Welsh conducted a supplemental review necessitated by revisions to 49 CFR Part 350 related to the annual compatibility review and effective July 24, 2020. Mr. Welsh's review covered the period between May 15 and September 25, 2020 and identified a single point of incompatibility (between 17 AAC 25.210(a)(8) and 49 CFR §396.11). MSCVC has opened a regulations project with the Department of Law to make changes to its regulations, and this incompatibility will be addressed as part of that project (the update will make the regulations identical).

This review covers the period between September 26, 2020 and April 23, 2021. For this review, I identified the FMCSA regulations related to safety that had been adopted during that time frame. I reviewed each of these regulatory amendments and compared them to MSCVC's regulations, found in the Alaska Administrative Code, 17 AAC 25.010 et seq. I have made the following findings regarding compatibility:

Incompatibility finding: MSCVC regulation 17 AAC 25.220(a) adopts 49 CFR §395 as it existed on October 1, 2018. Effective September 29, 2020, FMCSA made several changes to the hours of service regulations found in Part 395. 85 FR 33396.

Whether Alaska's regulation is analyzed under the standard for intrastate commerce under 49 CFR §350.303(d)(3) (compatible if identical to or same effect as the FMCSR or falls within a limited variance), interstate commerce under §350.303(d)(2) (compatible if identical to or same effect as the FMCSR or more stringent but with a safety benefit, does not unreasonably frustrate the goal of uniformity, and does not cause an unreasonable burden on interstate commerce), or hazardous materials under §350.303(d)(4) (compatible if identical), it fails to meet the standard for compatibility.

FMCSA notes that these rules changes, allowing for greater flexibility for drivers in complying with the hours of service requirements, will "improve efficiency without compromising safety." Thus MSCVC's regulation under the older rule necessarily provides less flexibility without greater safety. Because the rules are no longer identical and MSCVC's rule does not provide a safety benefit, the rules are not compatible for any type of transport.

MSCVC has opened a regulations project with the Department of Law to make changes to its regulations, and this incompatibility will be addressed as part of that project. MSCVC will modify its regulation to reflect adoption of Part 395 "as revised as of October 1, 2020." This modification will make Alaska's regulation identical to FMCSA's updated regulation as to these issues, which will satisfy all of FMCSA's applicable compatibility standards under §350.303(d).

Finally, I confirmed that no federal statutory changes involving commercial vehicles had become law during this same period.

Conclusion

Consistent with the discussion above, except for a minor incompatibility between 17 AAC 25.220(a) and the current version of 49 CFR §395, it is my conclusion that MSCVC's laws, regulations, standards, and orders on CMV safety are compatible with relevant FMCSA regulations.

Please contact me if I can provide further assistance.

STATE CAPITOL
P.O. Box 110001
Juneau, AK 99811-0001
907-465-3500



Governor Michael J. Dunleavy
STATE OF ALASKA

550 West Seventh Avenue, Suite 1700
Anchorage, AK 99501
907-269-7450

RECEIVED

MAY 12 2020

DOT&PF
Office of the Commissioner

May 5, 2020

Mr. Daniel V. Smith
Director
Division of Measurement Standards and Commercial Vehicle Compliance
Department of Transportation and Public Facilities
11900 Industry Way, Building M, Suite 2
Anchorage, AK 99515

Dear Mr. Smith:

The Division of Measurement Standards and Commercial Vehicle Compliance shall be Alaska's lead motor vehicle agency responsible for enforcing commercial vehicle and hazardous material highway safety standards and to develop, submit, and execute the Commercial Vehicle Safety Plan under the provisions of the Motor Carrier Safety Assistance Program (MCSAP).

Accordingly, I hereby designate you, as the Director of Measurement Standards and Commercial Vehicle Compliance in the Department of Transportation and Public Facilities, to sign and submit on behalf of the State of Alaska the annual State Certification, Certification of MCSAP Conformance, or other documents certification documents associated with participation in MCSAP, as required in 49 Code of Federal Regulations part 350.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Dunleavy".

Mike Dunleavy
Governor

cc: The Honorable John MacKinnon, Commissioner, Department of Transportation and Public Facilities.



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

Statewide Administrative Services
Director's Office

P.O. Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Main: 907.465-3911
Fax: 907.465-3124
dot.alaska.gov

June 29, 2020

Ms. Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration
P.O. Box 21648
Juneau, Alaska 99802-1648

Re: SFY 2021 Rates

Dear Ms. Garcia-Aline:

We received your approval for the Department of Transportation and Public Facilities (DOT&PF) labor rate and indirect cost rate proposals for SFY 2021.

As requested, I am returning one signed copy of the agreement between DOT&PF and the Federal Highway Administration.

Please contact Chrisie Zepp at 465-8118 or via e-mail at Christina.zepp@alaska.gov or Susan Endicott at 465-2079. susan.endicott@alaska.gov if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Dom Pannone".

Dom Pannone
Director

Enclosure

cc: John MacKinnon, Commissioner
Rob Carpenter, Deputy Commissioner
Sunny Haight, Deputy Director, Administrative Services
Chrisie Zepp, ICAP Manager
Susan Endicott, ICAP Manager
Roger Baines, Finance Officer
Geri Henricksen, Grants and Projects Chief

Lee Ellenburg, Internal Review Chief
Kathleen Graber, Assistant Division Administrator, FHWA
Julie Jenkins, Financial Manager, FHWA
Kristi Warden, Airports Division Manager, Federal Aviation Administration
Brad Garland, AIP/PFC Regional Program Manager, FAA



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

Alaska Division

June 25, 2020

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

In Reply Refer To:
ADMS 34-1

Mr. Dom Pannone
Director
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
Juneau, Alaska 99811-2500

Dear Mr. Pannone:

We have reviewed the Department of Transportation and Public Facilities (DOT&PF) labor rate and indirect cost rate proposals for State Fiscal Year 2021 submitted with your December 31, 2019 letter. The rates have been reviewed by the DOT&PF Chief of Internal Review and found to be compliant with applicable Federal regulations. We approve the DOT&PF calculated rates, not to exceed, for the period of July 1, 2020 to June 30, 2021.

An agreement has been prepared to document the approved indirect cost and labor rates for use on Federal projects and is enclosed. Please sign and return one executed copy to our office.

If there are any questions, please contact Julie Jenkins, Financial Manager, at 907-586-7476.

Sincerely,

**SANDRA A
GARCIA-ALINE**

Digitally signed by
SANDRA A GARCIA-ALINE
Date: 2020.06.25 15:11:13
-08'00'

Sandra A. Garcia-Aline
Division Administrator

Enclosure: ICAP Labor Rate Agreement

cc: John MacKinnon, Commissioner, DOT&PF
Rob Carpenter, Deputy Commissioner, DOT&PF
Roger Baines, Finance Officer, DOT&PF
Christina Zepp, ICAP Manager, DOT&PF
Geri Henriksen, Grants and Projects Chief, DOT&PF
Lee Ellenburg, Internal Review Chief, DOT&PF
Kristi Warden, Acting Airports Division Manager, Federal Aviation Administration

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

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

Section I: Indirect Cost Rates

Type: Fixed Rate with Carry Forward Adjustment

Effective Period: July 1, 2020 – June 30, 2021

Approved Rates:

Federal Highway Projects	4.75%
Federal Airport Projects	6.34%
Public Facilities	10.36%
Other Capital Improvement Projects	2.77%

Base: Total Direct Costs

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

Section II: Labor Rates

Effective Period: July 1, 2020 – June 30, 2021

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	45%	38%
Insurance	28%	0%
Leave Taken	17%	0%
Over/Under Variance	2%	2%
Total	192%	140%

Applicable To: All programs not specifically exempted by law

Section III: General

A. Limitations

- a. The rates contained in this agreement are subject to any statutory or administrative limitations and are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of these rates is predicated on the condition that the information provided by the DOT&PF which was used to establish the rates is not later found

to be materially incomplete or inaccurate by the Federal Government. In such situations the rates will be subject to renegotiation at the discretion of the FHWA.

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

B. Accounting Changes

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

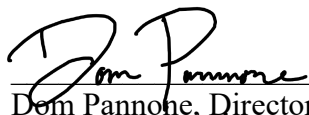
C. Use by Other Federal Agencies

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

D. Other

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

State of Alaska
DOT&PF



Don Pannone, Director
Alaska Department of Transportation
And Public Facilities

6/29/2020

Date

U. S. Department of Transportation
Federal Highway Administration

SANDRA A
GARCIA-ALINE

Digitally signed by SANDRA A
GARCIA-ALINE
Date: 2020.06.25 15:13:18 -08'00'

Sandra A. Garcia-Aline
Division Administrator

Date

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

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

Section I: Indirect Cost Rates

Type: Fixed Rate with Carry Forward Adjustment

Effective Period: July 1, 2021 – June 30, 2022

Approved Rates:

Federal Highway Projects	4.64%
Federal Airport Projects	5.88%
Public Facilities	9.28%
Other Capital Improvement Projects	6.78%

Base: Total Direct Costs

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

Section II: Labor Rates

Effective Period: July 1, 2021 – June 30, 2022

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	44%	38%
Insurance	31%	0%
Leave Taken	16%	0%
Over/Under Variance	-2%	-2%
Total	189%	136%

Applicable To: All programs not specifically exempted by law

Section III: General

A. Limitations

- a. The rates contained in this agreement are subject to any statutory or administrative limitations and are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of these rates is predicated on the condition that the information provided by the DOT&PF which was used to establish the rates is not later found

to be materially incomplete or inaccurate by the Federal Government. In such situations the rates will be subject to renegotiation at the discretion of the FHWA.

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

B. Accounting Changes

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

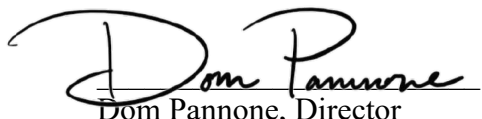
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D. Other

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

State of Alaska
DOT&PF



Dom Pannone, Director
Alaska Department of Transportation
And Public Facilities

9/2/2021

Date

U. S. Department of Transportation
Federal Highway Administration

**SANDRA A
GARCIA-ALINE**

Sandra A. Garcia-Aline
Division Administrator

Digitally signed by SANDRA A
GARCIA-ALINE
Date: 2021.08.30 09:20:59 -08'00'

Date