



LOUISIANA

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 10, 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.

LSP recognizes the key role of the MCSAP program is to reduce crashes, injuries, and fatalities involving CMVs in general. The Louisiana State Police (LSP) will continue to build upon our historic mission of supporting FMCSA's goal to reduce the number and severity of crashes involving commercial motor vehicles. This will be accomplished through an effective roadside inspection program, aggressive traffic enforcement, thorough compliance reviews/investigations, and effective public education. We will continue to provide technical assistance, training, and education to the motor carrier industry in an effort to bring about voluntary safety compliance. In addition, an increased public awareness campaign will convey the dangers of aggressive driving around large trucks and buses to CMV and Non-CMV drivers alike, with targeted efforts toward prospective and mature drivers, based on data collected and analyzed throughout the year.

In light of a recent increase nationwide in the number and severity of passenger carrier crashes, it is evident that an increased emphasis on passenger carrier safety is necessary. LSP will continue to target the unsafe operation of passenger carriers, in an effort to assist FMCSA in reducing bus crashes and fatalities. In addition, LSP will increase its focus on enforcement efforts in construction work zones and congested areas immediately before and after construction work zones. LSP will continually monitor crash statistics in and around construction work zones and will adjust enforcement and education outreach based on that data. Additionally, LSP recognizes the importance of national security, and the danger involving CMVs that carry hazardous materials. LSP will continue an increased inspection/enforcement effort toward such vehicles.

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).

The Louisiana State Police (LSP) is statutorily designated as the only agency authorized to conduct MCSAP activities within the State of Louisiana. As such, we are designated as the Lead MCSAP Agency in Louisiana. MCSAP enforcement is provided by 130 Commissioned and 8 Civilian NAS-Certified Inspectors throughout the Department, all of whom are committed to supporting FMCSA's goal of promoting CMV safety and reducing the number and severity of CMV large truck and bus crashes.

LSP MCSAP Inspectors utilize ASPEN for completing Driver/Vehicle Examination reports. This program aids the inspector in properly identifying motor carriers, thus ensuring accuracy. Inspectors are required to transfer inspections electronically via SafetyNet. This process continues to help Louisiana maintain its green status for data completeness, timeliness, and accuracy.

LSP maintains a close partnership with the Louisiana State University, Highway Safety Research Group (LSU/HSRG), to provide in-depth, comprehensive crash data collection, analysis and reporting. This continued relationship has dramatically improved Louisiana's state data rating over the past several years, resulting in several Data Quality Awards. LSU is contracted as the primary repository for crash data for the Department of Public Safety. As crash reports are received, they are compiled and entered into a database, then forwarded to MCSAP for upload to SafetyNet. The data is also posted to a nationally recognized website, which is updated daily. This data is available to MCSAP supervisors to review and to develop strategies that will most effectively address current crash factors and circumstances. LSP Administrative staff and field supervisors will meet with CARTS Personnel at least quarterly to review the latest crash data and trends and adjust enforcement and inspection efforts accordingly.

FY 2022 Update:

LSU Highway Safety Research Group (LSU/HSRG) has been renamed to the Center for Analytics and Research in Transportation Safety (CARTS).

The MCSAP Data Quality(DQ) Program Section addresses all DataQs challenges, and ensures that all are adequately handled in a timely manner. DQ personnel also provide CMV crash reporting training to local law enforcement agencies throughout the state. Additional administrative personnel have been trained to assist in the event of a substantial increase in the number of DataQ challenges received.

The MCSAP Unit, within the Commercial Vehicle Enforcement Division, is responsible for administering the MCSAP for LSP. The MCSAP Unit is comprised of 45 NAS-certified commissioned inspectors, 8 NAS-certified civilian NESA Investigators, 3 civilian DQ Investigators, and 10 other civilian administrative support personnel. The MCSAP unit

receives command supervision from a State Police Captain, and ultimately a State Police Major. The MCSAP Unit is functionally divided along administrative and enforcement lines.

The 24 full time MCSAP troopers conduct enforcement and inspection activities on full time basis.

The 51 support personnel, which include troopers and DPS Personnel, are fully MCSAP certified and conduct these activities on a limited basis.

Administrative (30)

One (1) State Police Lieutenant that manages the operations of compliance reviews, civil penalty assessment process, SafetyNet, legislative affairs, and training.

One (1) State Police Lieutenant that manages all MCSAP grants, activities, and logistics.

One (1) State Police Sergeant coordinates MCSAP Grants and the New Entrant Safety Audit Program.

One (1) State Police Sergeant coordinates compliance reviews and training.

One (1) State Police Sergeant serves as the MCSAP logistics coordinator for the state.

Seven (7) State Police Troopers conduct compliance reviews, investigations, and outreach.

One (1) Civilian Administrative Program Manager I supervises all civilian MCSAP personnel.

Four (4) Civilian Administrative Coordinator IV's perform MCSAP administrative duties such as processing inspections, hearing requests, purchasing, and other administrative duties.

One (1) Civilian Administrative Coordinator IV (WAE) manages DataQs challenges.

One (1) Civilian Training/Public Outreach Coordinator (WAE) handles all issues dealing with training and education, both for inspectors and for the public.

Eight (8) Civilian NESA Auditors (WAE) perform New Entrant audits and education state-wide.

Three (3) Civilian Data Quality Investigators (WAE) handle data quality issues and state-wide training.

Roadside Enforcement-Levels 1-3 (67)

Three (3) State Police Lieutenants provide supervision of roadside enforcement (one in each region).

Six (6) State Police Sergeants provide direct supervision to roadside inspectors (two in each region).

Twenty-Four (24) Troopers are assigned to perform MCSAP enforcement and inspection activities throughout the state on a full-time basis.

Thirty-four (34) Mobile Weight MCSAP Inspectors provide additional support within the Transportation Safety Section that conduct MCSAP inspections and enforcement activities on a full-time basis, in association with all mobile weight enforcement activities.

Support (51)

The MCSAP unit currently receives additional support from fifty-one (51) NAS-Certified enforcement Troopers and DPS Officers throughout the Department, which include:

Towing and Recovery / MVI Unit - Twenty (20) - conduct MCSAP inspections in conjunction with CMV related job functions.

Emergency Services Unit - Twenty (22) - conduct MCSAP inspections in conjunction with CMV related job functions.

Other LSP Personnel - Nine (9) - conduct MCSAP inspections on an occasional basis, in association with regular assigned patrol duties.

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:	LOUISIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	148
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	138
Traffic Enforcement Activities	138
Investigations*	15
Public Education and Awareness	12
Data Collection and Reporting	10
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

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: Actual # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	104	92	94
01/01/2017	12/31/2017	109	80	96
01/01/2016	12/31/2016	100	80	89
01/01/2015	12/31/2015	98	78	85
01/01/2014	12/31/2014	105	88	92

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	5	1	4
01/01/2017	12/31/2017	1	1	1
01/01/2016	12/31/2016	9	3	6
01/01/2015	12/31/2015	2	4	3
01/01/2014	12/31/2014	7	1	4

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	4	2	3
01/01/2017	12/31/2017	5	2	5
01/01/2016	12/31/2016	4	1	4
01/01/2015	12/31/2015	4	8	3
01/01/2014	12/31/2014	1	7	1

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

Dr. Helmut Schneider, Ph.D. - LSU Highway Safety Research Group, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2018, May 2019.

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

In 2018, although Louisiana experienced a slight decrease (2.1%) in fatal CMV crashes statewide when compared to 2017, the overall reduction goal was not achieved. We believe this is due, in part, to the increased amount of CMV traffic on the roadways due to a continuing expanding economy along with the second year in a row of increased work zone activities on Interstate and state highways throughout the state.

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.

According to Dr. Helmut Schneider with Louisiana State University, Highway Safety Research Group (LSU/HSRG), in 2018, the number of fatal CMV crashes decreased by only 2.1% (2), compared to 2017, down from 96 to 95. Additionally, the total number of CMV crashes decreased by only 0.7% (27) compared to 2017, down from 4116 to 4085.

FY 2021 Update: The Louisiana State University, Highway Safety Research Group (LSU/HSRG), recorded a continued downward trend in 2019 with the total number of CMV fatal crashes at 88 as compared to 95 in 2018 which was a 7.4% decrease.

Additionally, the total number of CMV crashes decreased from 4085 in 2018 to 3833 in 2019 which was a 6.2% decrease.

FY 2022 Update: The Louisiana State University, Center for Analytics & Research (CARTS), recorded that the total number of CMV crashes continued to decrease in 2020. The total number of CMV crashes decreased from 3833 in 2019 to 3667 in 2020 which is a 4.7% decrease.

Additionally, the number of fatal CMV crashes decreased slightly from 90 in 2019 to 88 in 2020, a decrease of 2.2%

Enter the data source and capture date:

Dr. Helmut Schneider, Ph.D. - LSU Highway Safety Research Group, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2018, May 2019. FY2021 Update: Dr. Helmut Schneider, Ph.D. - LSU Highway Safety Research Group, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2019, May 2020. FY 2022 Update: Dr. Helmut Schneider Ph.D. - LSU Center for Analytics & Research, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2020, April 2021.

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	3
2021	3
2022	3

Reduce CMV fatal crashes by 9% over the next three years.

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.

Increase traffic enforcement as practicable in areas identified as high crash corridors, with emphasis in construction work zones, including the 5 miles leading up to a construction work zone. Supplement regular duty enforcement with approximately 5,000 hours of overtime enforcement, which should produce approximately 3,400 inspections/violations. This traffic enforcement will be specifically targeted to CMV's (with an inspection) and to non-CMV's in the immediate vicinity of CMV's. Provide educational outreach to CMV drivers through safety talks, with a focus on prospective and mature drivers.

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.

Performance measures shall be based upon the number of inspections conducted, the number of traffic violations issued, and crash statistics. A 3% (3) reduction in fatal crashes, from 94 to 91, is expected by December 31, 2020. Baseline crash data is established on calendar year 2018 statistics, as 2019 data is not yet available. All quantitative and/or qualitative progress will be tracked from information provided by LSU/HSRG, along with internal departmental statistics. Statistics will be monitored by MCSAP administrative personnel and field supervisors, who will make adjustments to activities as the data dictates. Non-CMV traffic enforcement will be documented and tracked via daily reporting forms submitted by inspectors upon completion of each regular shift or overtime detail. This information will be reported quarterly through MCSAP quarterly reporting.

FY2021 Update: Since the availability of the 2019 crash data, we are expecting to continue a downward trend of 3% with a reduction of fatal crashes from 88 to 85 by December 31, 2021.

FY2022 Update: We are expecting to continue a downward trend of 3% with a reduction of fatal crashes from 85 to 82 by December 31, 2022

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	9824	8603	7368	6180	8752
Level 2: Walk-Around	26697	20666	17158	19231	26915
Level 3: Driver-Only	20341	13319	9998	20169	17359
Level 4: Special Inspections	9	1	32	52	133
Level 5: Vehicle-Only	68	48	30	63	53
Level 6: Radioactive Materials	0	0	0	0	1
Total	56939	42637	34586	45695	53213

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 roadside inspection is a primary force which ensures that CMV vehicles and drivers operate safely on the highways. In a continuing effort to employ performance based strategies that will reduce the number of CMV crashes, one of the most effective remains the roadside inspection program. The roadside inspection program employs a degree of selection randomness, which serves as a strong compliance incentive to all motor carriers and their drivers. Additionally, data collected from the roadside inspection effort provides important information of compliance trends, which enables the appropriate allocation of resources. The roadside inspection program is also an integral part of the compliance review program. Unsafe carrier management and safety practices identified at roadside are tracked and evaluated through federal data bases for further carrier review. The roadside inspection program is also an effective means of identifying hazardous material carriers that operate unsafely in the state, and ensures that violators are brought into compliance through enforcement of the Federal Motor Carrier Safety Regulations and Hazardous Material Regulations. Additionally, inspectors seek overloaded CMVs, in an effort to protect the motoring public from dangerous vehicles and unqualified drivers.

LSP enforces the registration requirements and financial responsibilities identified in 49 CFR 350.201(s) 1 and 2 during all roadside inspections. LSP has a strict policy requiring all inspectors to check the carrier's operating authority and financial responsibility requirements during every inspection, in addition to enforcing Federal OOS orders. Inspectors will utilize Query Central to verify all status checks. Upon verification, any vehicle discovered to be operating without the required

operating authority, or beyond the scope of the motor carrier's operating authority, will be placed out of service. In addition, inspectors are also required to conduct driver's license status checks on all CMV drivers, during every stop. Any driver found to be operating a CMV without a valid driver's license of the proper class required, will be placed out of service until such time as the violation is corrected.

LSP has 67 full-time NAS-Certified inspectors who perform roadside inspections in conjunction with enforcement activities. Additional support is provided by 51 NAS-Certified inspectors who support roadside inspection efforts, primarily on an overtime basis.

In FFY 2021, Louisiana's roadside inspection program will continue concentrating on driver-focused inspections, aimed at removing fatigued, impaired, and unqualified drivers. This emphasis is in recognition of the evidence that operator condition/error continues to play a significant factor in CMV crashes, and will be the primary focus of Level III, driver-only inspections. LSP will attempt to meet or exceed FMCSA's recommended number of Level I and Level III inspections performed (at least 33% Level III and 25% Level I). However, inspectors may perform any Level inspection necessary, as circumstances dictate. LSP will continue to enforce FMCSA's ELD mandate during all roadside and enforcement activities. Additionally, LSP requires all inspectors to utilize eRODS when an ELD is present. The utilization of Webservices and successful data transfers are critical to safety and the efficient enforcement of the hours of service regulations. The target goal is to use eRODS whenever possible, which currently has a utilization rate of 25-49%, with a projected goal increase to 50-75%.

LSP will continue to work with the LSU/HSRG to ensure that enforcement efforts are directed toward high-crash corridors, as dictated by statistical data analyzed by LSU/HSRG, as well as trends that develop in different areas across the state. Region Lieutenants and Sergeants will work together to identify "problem areas" in their respective Regions, and will continually direct enforcement efforts to those areas.

LSP will continue support of FMCSA's emphasis on passenger carrier enforcement during FFY 2021. Enforcement will target areas where data indicates a need for enforcement, particularly agricultural regions to ensure safe transportation of migrant workers. According to research provided by LSU/HSRG, data shows that the number of crashes involving both large and small buses has decreased significantly from CY2018 to CY2019. LSP will maintain efforts to see a continued decrease in these types of crashes.

Additionally, Inspectors will maintain awareness for signs of illegal activity during inspection and enforcement efforts, to include human trafficking. LSP will continue to work with Truckers Against Trafficking and other organizations to ensure inspectors have the latest information available to combat human trafficking through identification and education efforts across the state. LSP hosted a CMV Criminal Interdiction course with an emphasis on Human Trafficking in FY2020. We will also continue to post updated Human Trafficking informational pamphlets at all stationary scales throughout the state.

LSP will utilize mobile weight enforcement at locations other than fixed weight facilities, to ensure overloaded CMVs (including intermodal vehicles) are not operating on Louisiana highways, particularly those in disrepair, placing motorists in danger. This includes those CMVs that are missing GVWR information. This occurs quite frequently, as the stickers are removed or painted over, allowing unqualified (Non-CDL) drivers to operate a CMV that actually requires a CDL driver. The appropriate level NAS inspection is conducted with all mobile weight enforcement activities.

Presently, LSP Mobile Weight Enforcement Unit is funded through state dollars in an agreement with Louisiana DOTD. Size and weight activities will only be funded through MCSAP when done in conjunction within or near seaports where intermodal shipping containers enter and exit the United States (Ports of New Orleans, Baton Rouge, Lake Charles, Morgan City, Gramercy, and Shreveport).

FFY 2022 Update:

Operator error and driver distraction continue to be a contributing factor in CMV crashes. We will continue to maintain a focus on improving driver behavior by focusing on at least 33% level III inspections and 25% level I inspections. The level III inspections will focus on RODS, drive fatigue, impairment, distracted and unqualified drivers. We have met our projected ERODS utilization rate of 50-75% and will continue to work on improving our percentage.

We continue to work with LSU (CARTS) on identifying areas of concern throughout the state. Our Regional supervisors continue to monitor trends and make enforcement adjustments accordingly.

CARTS data analysis indicates a decrease in both large and small bus crashes. We remain focused on the continued decrease in bus crashes and enforcement in the agricultural areas to ensure the safety of migrant workers.

Our inspectors maintain a high awareness of criminal activity, particularly human trafficking. We have required all MCSAP Certified personnel to get certified through the Truckers Against Trafficking (TAT) website. We have included TAT educational material as part of our safety talks and posted educational pamphlet's at stationary scales throughout the state.

Section 1.3 details the breakdown of personnel by enforcement and support and those numbers are accurate.

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: LOUISIANA STATE POLICE

Enter the total number of certified personnel in the Lead agency: 138

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12700	525	150	13375	25.00%
Level 2: Walk-Around	20000	1935	0	21935	41.00%
Level 3: Driver-Only	18110	0	80	18190	34.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	50810	2460	230	53500	

MCSAP subrecipient agency

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

Subrecipient is:

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

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

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: LOUISIANA STATE POLICE					
# certified personnel: 138					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies:					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12700	525	150	13375	25.00%
Level 2: Walk-Around	20000	1935	0	21935	41.00%
Level 3: Driver-Only	18110	0	80	18190	34.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	50810	2460	230	53500	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Note: 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	53500	0	0	53500
Enter total number of certified personnel	145	0	0	145
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	54000	0	0	54000
Enter total number of certified personnel	152	0	0	152

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.

Trend Analysis for 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)			1	1	1
CSA Off-Site					
CSA On-Site Focused/Focused CR	24	25	61	49	34
CSA On-Site Comprehensive	60	78	73	99	88
Total Investigations	84	103	135	149	123
Total Security Contact Reviews		5	7	5	4
Total Terminal Investigations		1		1	1

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	0	0	2	2	0
CSA On-Site Comprehensive	46	23	26	25	35
Total Investigations	46	23	28	27	35
Total Security Contact Reviews				1	4
Total Terminal Investigations					

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

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

Projected Goals for FY 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	35	0	40	0	45	0
CSA On-Site Comprehensive	90	38	95	40	100	45
Total Investigations	125	38	135	40	145	45
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

Carrier investigation estimates are based on 7 Investigators that also perform outreach activities. Investigators perform CSA investigations approximately 75% of the time. LSP has trained two new investigators (commissioned personnel) who will both have completed field training by FFY2020 and will be able to conduct investigations on a full-time basis.

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

In 2020, seven (7) investigators will conduct interstate and intrastate carrier investigations, in response to complaints from the public, MCSAP roadside inspectors, SMS BASIC alerts, or to meet State post-crash reporting guidelines. Emphasis will be placed on motor coach carriers that are conditionally rated, in addition to those with a safety rating over 5 years old.

When Compliance Review Troopers are not conducting audits, it is because of training or outreach. The training consists of annual and quarterly in-service, quarterly firearms training and quarterly MCSAP in-service. Our CR Troopers routinely conduct safety talks and educational outreach with industry throughout the state.

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

Performance measures shall be based upon the number of CSA Investigations conducted. LSP administrative personnel will monitor all activities. All quantitative and/or qualitative progress will be reported quarterly, through MCSAP quarterly reporting.

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		
01/01/2018	12/31/2018	8379	9500
01/01/2017	12/31/2017	12005	13297
01/01/2016	12/31/2016	7890	9136
01/01/2015	12/31/2015	5591	6579
01/01/2014	12/31/2014	6882	7794

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

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

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

FMCSA MCMIS data snapshot, as of 06/28/2019

Narrative Overview for FY 2020 - 2022

Instructions:

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

In FFY 2020, traffic enforcement will be focused along identified high-crash routes, interstate corridors, work-zones (to include locations within 5 miles before and after work zones), and other areas as crash-reduction statistics indicate (using up-to-date crash statistics in addition to information received from LSU/HSRG). We plan to conduct "High Visible" traffic enforcement in High Risk areas, in an effort to deter aggressive driving behaviors of both CMV and non-CMV drivers. Traffic enforcement will target seat belt violations, and those moving violations which have been identified as major contributing factors in fatality and injury crashes: Failure to Yield, Driving Left of Center, Disregard for Traffic Control, Careless Operation, Following Too Close, Exceeding Posted or Safe Speed, and Texting / Using Hand-Held Mobile Telephone Device While Operating a CMV. We will supplement regular duty hours with approximately 6,000 overtime hours dedicated to traffic enforcement, available to 130 MCSAP-Certified inspectors across the state. This should produce approximately 4,000 inspections / traffic violations. By policy, the appropriate level NAS inspection will be conducted with all CMV traffic enforcement activities. All non-CMV traffic enforcement activities will be conducted in accordance with the MCSAP Comprehensive Policy. In the past, the state has not conducted non-CMV traffic enforcement with MCSAP Funding. However, future non-CMV Traffic Enforcement will be reported when conducted with MCSAP Funding.

FY 2022 Update: Traffic enforcement will continue to be focused along identified high-crash routes, interstate corridors, work-zones (to include locations within 5 miles before and after work zones), and other areas as crash-reduction statistics indicate (using up-to-date crash statistics in addition to information received from LSU/CARTS). We plan to conduct "High Visible" traffic enforcement in High Risk areas, in an effort to deter aggressive driving behaviors of both CMV and non-CMV drivers.

In addition to the Traffic Enforcement, LSP is participating in Operation Safe Drive in an effort to increase visibility along I-10 and I-20 in conjunction with our neighboring states. Operation Safe Drive focuses on driver violations and reducing unsafe driving behavior. This operation is conducted quarterly in conjunction with states located in the southeastern part of the country.

LSP will have quarterly traffic enforcement details throughout the state on regular duty and overtime. This increased in traffic enforcement should produce approximately 5000 inspections / violations. Note: We will also increase inspections (high visibility) in high risk locations and corridors (regular duty and overtime).

Increase the traffic enforcement on CMV's from 4,000 to 4,500.

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 checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4000	4000	4500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	200	200	200
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000	2000	2000

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
53500	190	440	54130	50320

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.

LSP administrative personnel will monitor traffic enforcement efforts on a continual basis to ensure the program is operated in an effective and consistent manner, which adheres to FMCSA's traffic enforcement priority. Adjustments will be made as statistics indicate a need for modification.

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	No
PRISM	Full Participation	No

Available data sources:

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

Enter the agency name responsible for ITD in the State: Louisiana Department of Transportation and Development

Enter the agency name responsible for PRISM in the State: Department of Public Safety, Office of Motor Vehicles

Narrative Overview for FY 2020 - 2022**Problem Statement Narrative and Projected Goal:**

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Louisiana PRISM implementation status is currently identified as Partial Participation (Step 3 - Denying for Federal OOS orders). States must achieve a status of Full Participation (STEP 6 - Denying and Suspending for Federal OOS Orders) by October 1, 2020. PRISM Legislation has been submitted and signed by the Governor to provide for Full Participation (effective August 1, 2019). Office of Motor Vehicles is currently working on internal policy and controls to "flip the switch" to deny and suspend registration for Federal OOS Orders and to allow inspectors to query DOT numbers, license plates, and VIN numbers, which will show Federal OOS Orders on Carriers registered in and outside of the state. Louisiana will achieve status of Full Participation before the October 1, 2020 deadline.

FY2021 Update: SB 47 of the 2019 Louisiana Regular Legislative Session was passed and signed into law effective August 1, 2019. This act gave the legislative authority needed to become fully compliant with PRISM by October 1, 2020. The IRP Section of the Louisiana Office of Motor Vehicles will begin a two week "sprint" in late June, 2020 to ensure all systems are operating properly prior to going live. Louisiana continues to be on track to achieve Full Participation before the October 1, 2020 deadline.

FY 2022 Update: As of October 1, 2020, Louisiana is in compliance with the PRISM requirements. We are currently in "Full Participation".

Office of Motor Vehicle's is currently submitting quarterly PRISM reports to FMSCA. The report contains but is not limited to: Carriers and/or vehicles that have not completed the Biennial update, Imminent Hazard, New Entrant revoked (Expedited Action, Failed Audit or Refusal/no contact), Non-payment of fines, Operating Without Authority or Unsat/Unfit.

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

Work with The Louisiana Department of Public Safety, Office of Motor Vehicles to enact policy to deny and revoke registration for Federal OOS orders in accordance with newly enacted legislation.

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

Performance measures shall be based upon the number of meetings with The Louisiana Office of Motor Vehicles, and the progress towards finalizing policy and procedures needed to proceed with the process.

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	89	38	37	34	41
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	7	7	7	6	8
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	15	7	7	4	5
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2020 - 2022

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

Participate in public venues where CMV traffic-related issues may be presented to the public at large. Participate in safety talks at Louisiana Motor Transport Association and other industry sponsored events. Respond to carrier requests for assistance concerning safety or regulatory issues, giving special attention to safe driving, particularly within work zones. LSP will utilize CSA Investigators to support most outreach activities. The 7 investigators will perform outreach activities approximately 25% of the time. Members of LSP Hazmat Section will also conduct safety talks for required local industry annual training for carriers of hazardous cargo.

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	60	65	70
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5	5	5
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events			
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	10	15	20
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

Performance measures shall be based upon the number of education and outreach activities conducted, and the number of attendees. MCSAP administrative personnel will monitor all activities. All quantitative and/or qualitative progress will be tracked by LSP administrative personnel, and reported quarterly, through MCSAP Quarterly Reporting.

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	Good	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	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Source: A&I online data snapshot: June 28, 2019 FY2021 Update: A&I online data snapshot: June 9, 2020 FY 2022 Update: A&I online data snapshot June 21, 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.).

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

LSP will continue to monitor SSDQ measures, using the "leading indicator" in A&I Online, and ensure that Louisiana retains a "Good" rating in all categories. LSP MCSAP administrative and clerical staff will continue to hold at least quarterly meetings and regular communication with LSU/HSRG to ensure crash reporting and inspection reporting remains at or near 100% in all categories.

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 checked="" type="radio"/>	<input 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	390	441	454	433	392
Intrastate	0	0	0	0	0
Total Audits	390	441	454	433	392

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	06/21/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	732
Current Number of Past Dues	3

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)	90	0	90	0	90	0
# of Safety Audits (Offsite)	350	0	350	0	350	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	440	0	440	0	440	0
# of Non-Audit Resolutions	232	0	232	0	232	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 Louisiana State Police (LSP) New Entrant Program is comprised of eight (8) civilian auditors, strategically located throughout the state. These auditors are 100% dedicated to the NESA program and provide educational safety audits to all new Louisiana interstate motor carriers. LSP has streamlined to operate as efficiently as possible, while maintaining quality. LSP will continue to operate in this manner, while providing quality education and assistance to new motor carriers.

With a strong economy, we anticipate a continued increase in the amount of New Entrants during FFY 2020. LSP began conducting Off-Site Safety Audits in the last quarter of FFY 2017, and the number of off-site audits has steadily increased over time as the number of on-site audits has decreased. Auditors have kept up with the overall increasing numbers, but should the program become inundated with new carriers, NESA-Certified Compliance Review MCSAP Inspectors will assist by conducting safety audits on an overtime basis as needed. Group Audits may also be conducted if needed to assist in managing high inventory levels.

FY 2022 Update: Due to the Covid 19 Pandemic, we converted some on-site audits to off-site audits to limit contact with the public. Despite the pandemic, the NESA Auditors have been able to maintain their certifications in on/off-site audits and level 1 inspections.

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.

Conduct a minimum of seven (7) safety audits/exits per month, per safety auditor, for a total of 672 audits/exits. This target includes failed audits, revocations, in-activations, and safety audits reclassified as Compliance Reviews. Maintain NAS Level 1 Certification by conducting the required amount of driver/vehicle inspections necessary to maintain certification.

NESA certified Compliance Review MCSAP Inspectors will assist on an overtime basis, as needed, in order to reduce the inventory to manageable levels. The MCSAP inspectors will work on an overtime basis if needed to assist the NESA program when conducting New Entrant Audits. If the situation warrants, group audits may be utilized (none are planned) in an effort to further reduce the inventory to manageable levels.

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.

LSP administrative personnel will monitor progress weekly. Performance measures will be based on the total amount of New Entrants received, the amount of current New Entrants, the amount of Safety Audits conducted, safety audits failed, revocations, In-activations, and status changes. All quantitative and qualitative progress will be tracked and reported quarterly to FMCSA, through MCSAP Quarterly Reporting.

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.

Narrative Overview for FY 2020 - 2022

Enter your State's OOS Catch Rate percentage if below 85 percent: 33%

Projected Goals for FY 2020 - 2022: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2020	100
2021	100
2022	100

Exceed the mandated 85% "catch rate" by September 30, 2020. The "catch rate" is established on the most recent 7 month average, as provided by FMCSA.

FY2021 Update: A&I Data Snapshot, 06/09/2020: Louisiana has a 100% "catch rate" of identifying Unfit/IH motor carriers under a Federal OOSO through April 2020 during roadside inspections.

FY2022 Update: Our OOS catch rate shown in A&I for imminent hazard carriers and unsatisfactory/unfit carriers indicates that we are below the 85% catch rate.

We identified the reports that were considered "Not Identified" and determined their measures were changed in SAFETYNET. Either SAFETYNET or MCMIS matched the carrier on our inspections to an OOS carriers with the same address, once the inspection were approved.

During the roadside inspections, our inspector's identified these carriers through driver interview, registration and query central. From that information, no OOS was reported via query central which is in real time. Our inspectors have no capabilities of linking a carrier's addresses to a different company. For example, one of the carrier's that was changed in SAFETYNET was linked to the owner's father's address. The father had a company that was OOS but was no longer in business. SAFETYNET merged these carriers reflecting an unidentified OOS carrier. Fortunately, our clerical personnel have been able to change these carriers in SAFETYNET to the original carrier identified roadside.

The changes were made in June. SAFETYNET shows the corrections but unfortunately, A&I only updates once a month, therefore, our corrections are not updated in A&I.

All of the carriers that are reported as "not identified", were changed in SAFETYNET. After reviewing these reports, we determined that they should not have been merged or connected to a company with an OOS for IH or Unsatisfactory/unfit.

Program Activities for FY 2020 - 2022: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Continue to provide training at MCSAP Quarterly In-Service detailing the importance of ensuring Federal OOS orders are enforced. Continue to require inspectors to run carriers in Query Central for every inspection conducted. LSP has provided remedial training for the inspector identified as needing such, and will provide additional remedial training for inspectors needing such in the future.

After further research, the catch-rate established on the most recent 7 month average of 56% (October 2018 - May 2019), as provided by FMCSA, was captured incorrectly due to our clerical staff "merging" records and improperly assigning DOT numbers to intrastate-only carriers that didn't actually have DOT numbers (Just similar company names to other carriers with DOT numbers). This process has been remedied and will continue to be monitored by administrative supervisors moving forward.

Our research revealed that three (3) of the nine (9) listed as Unsat/Unfit Carriers were improperly assigned DOT numbers when they were "merged" incorrectly by our clerical staff before being uploaded to Safety Net.

Even at the catch rate of five (5) of six (6) (83%) unsat/unfit that we actually have, we fall under the 85% catch rate established.

In addition to continued training and as-needed remedial training, we will work with Louisiana Office of Motor Vehicles (OMV) toward PRISM full participation (Legislation was approved this spring) in order to give us an additional tool for verification of Federal OOS Orders. OMV will implement software that will allow roadside inspectors to run real-time queries on carrier names, registrations, VIN's, and license plates to check for Federal OOS Orders.

LSP will also add a mandatory check box to our "State Information" tab on Aspen that will require inspectors to click on the box for "Federal OOS Checked" - "Y" or "N" to ensure this step is taken during every inspection.

FY 2022 Update: After further research, it was determined that our clerical staff has the ability to edit reports that are inaccurately labeled as IH or Unsatisfactory/unfit. We will monitor and correct any reports on a weekly basis

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

Performance measures will be based upon the 12 month "catch rate" of Federal OOS Orders enforcement for Louisiana, provided by FMCSA. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting.

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.

Hazardous Materials Transportation Safety - Increase enforcement of HM Carriers through roadside inspections, and carrier investigations.

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

Reduce the number of CMV crashes involving the transportation of Hazardous Material by 15% (18), from 124 to 106, and reduce HM Fatal Crashes by 25% (1), from 5 to 4, by December 31, 2019.

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

Total HM carrier Crashes CY 2019 to date: 65 Total HM carrier Fatal Crashes CY 2019 to date: 0

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

Baseline established on CY 2017 results (123 crashes). The amount of HM crashes decreased 22% (27) in 2018, to (96), while HM Fatal Crashes decreased 40% (2), to 3. We have achieved all of the stated goals from the FY 2019 CVSP, and we will continue enforcement through roadside inspections, carrier investigations, and public outreach/education.

Activity #2

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

Work Zone Fatal Crashes - Increase traffic enforcement within Work Zone locations. Conduct 8 enforcement details within and around Work Zone areas.

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

Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% (4), from 15 to 11, by December 31, 2018.

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

Total fatal crashes within work zones in CY 2019 to date: 0

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

Baseline established on CY 2017 results (15 crashes). There was an increase of 1 work zone fatal crashes during 2018, from 15 to 16. During the same period, there was a significant increase in work zones across the state on the interstate system.

Part 3 Section 4 - State Specific Objectives – Future

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

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

Instructions:

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

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

State Objective #1

Enter the title of your State-Identified Objective.

Work Zone Safety - Decrease work zone crashes through increased traffic enforcement within work zones in addition to the "queue" caused by work zone congestion. FY 2022 Update: HAZMAT Enforcement – We plan on increasing HAZMAT inspections/enforcement in an attempt to reduce HAZMAT crashes in high incident areas. Clearing house - Improve the detection and enforcement of drivers in a prohibited status within the Clearing House.

Narrative Overview for FY 2020 - 2022

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

In 2018, the number of fatal crashes in construction zones increased by 57.1% from 7 to 11 when only the schedule is used. However, the number of crashes must be adjusted by the construction time and miles under construction. For instance, the year 2018 had 36.7% more construction zone day miles, i.e. miles times days under construction. We will therefore adjust the crash count by the miles multiplied by the days under construction to normalize the count. This adjustment does not take into consideration the VMT of CMV within the construction zones because it is not readily available. When miles and days under construction are taken into account, fatal crashes increased from 4.5 fatal crashes per day-mile in 2017 to 5.2 fatal crashes per day-mile in 2018. The number of fatal crashes within the +/-5 miles of the construction zones increased from 15 in 2017 to 16 in 2018 and the number of fatal crashes per day mile decreased from 3.2 in 2017 to 2.6 in 2018 largely due to the 36.7% decrease in construction. There has been a significant increase in work zones in 2019. FY 2022 Update: The number of fatal CMV crashes on all interstates decreased by 8.3% from 24 in 2019 to 22 in 2020 while the number of fatal crashes in construction zones increased by 20.0% from 10 to 12 when only the schedule is used. However, the number of crashes must be adjusted by the construction time and miles under construction. For instance, the year 2020 had 7.2% less construction zone day miles, i.e. miles times days under construction. We will therefore adjust the crash count by the miles multiplied by the days under construction to normalize the count. This adjustment does not take into consideration the VMT of CMV within the construction zones because it is not readily available. When miles and days under construction are taken into account, fatal crashes increased from 4.0 fatal crashes per day-mile in 2019 to 5.2 fatal crashes per day-mile in 2020. The number of fatal crashes within the +/-5 miles of the construction zones increased from 11 in 2019 to 16 in 2020 and the number of fatal

crashes per day mile increased from 1.5 in 2019 to 2.3 in 2020 although there was a 7.2% decrease in construction. HAZMAT Data CMV crashes involving CMVs carrying hazardous material are of particular interest due to their potential danger to the environment and community when hazardous materials are released. Over the past 6 years, from 2015 to 2020, on average, about 15.0% of crashes involving hazardous material resulted in a release of the hazardous material. This percentage was 15.5% in 2020. The actual percentage of release may be higher since many of the CMVs identified as transporting hazardous material may actually be returning with an empty load, thus the percentage of releases based on crashes with full loads of hazardous material may be much higher. The interstates accounted for 38.1% of all crashes involving hazardous materials in 2020. Specifically, Interstate 10 accounts for 68.8% of all hazardous material crashes on interstates in 2020. US highways account for 17.9% of all hazardous material crashes in 2020, with US 90 and US 190 accounting for 26.7% of hazardous material crashes on US highways. State highways accounted for 33.3% of all hazardous crashes in 2020.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% (3), from 11 to 9, in FY 2020. Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% in each of FY 2021 and FY 2022.

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

During FY 2020, increase traffic enforcement as practicable within and around work zone locations, particularly targeting areas within 5 miles prior to work zones. Conduct a minimum of eight (8) enforcement details within and around work zones. Provide safe driving information to CMV drivers during safety talks, emphasizing safe driving in work zones. FY 2022 Update: Due to the COVID-19 pandemic, our level of enforcement details was reduced. We plan on continuing a minimum of eight (8) enforcement details within and around work zones. This was our original goal before the pandemic. In addition to our enforcement details, we will provide safe driving information to CMV drivers during safety talks, emphasizing safe driving in work zones. Beginning this FFY we plan on starting a HAZMAT Enforcement Detail once a quarter. We will focus our inspections on high incident areas along the Interstate and US Highways. The details will include enforcement on distracted and aggressive HAZMAT drivers. We will attempt to identify any HAZMAT carriers that do not have the required HAZMAT Permits. We will coordinate with our HAZMAT section for additional manpower. Clearing House – All NAS Certified inspectors are required to check drivers in Query Central and/or CDLIS. The driver's Clearing House status is listed in the ASPEN Inspection (regardless of status).

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

Performance measures will be based upon number of the number of traffic violations issued to CMV drivers in work zones; the number of traffic enforcement details conducted, and crash statistics. All quantitative and/or qualitative progress will be tracked from information provided by LSU/HSRG, along with internal departmental statistics. This information will be reported quarterly, through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates and as work zone locations change. Baseline crash data is established on calendar year 2018 statistics, as 2019 data is not yet available. FY2020 Update: As 2019 data became available, it indicated total CMV crashes within Work Zones had decreased 5.2% from 439 in 2018 to 416 in 2019. It also showed a 55.8% decrease in the total number of crashes within the 5 mile approach to Work Zones from 582 to 257 in 2018 and 2019 respectively. Current performance activities will continue as planned for FY 2021. FY 2022 Update: We continue to tracked from information provided by LSU (CARTS), along with internal departmental statistics. This information will be reported quarterly, through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates and as work zone locations change. Regional supervisors closely monitor the statistical trends in their region and make the proper enforcement adjustments.

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	\$6,334,743.00	\$333,408.00	\$6,668,151.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,000,223.00
MOE Baseline:	\$1,078,072.00

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):	\$1,000,223.00
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Overtime Costs budgeted must be equal to or less than the 14.99 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Admin Coordinator IV	4	0.0000	\$108,345.00	\$0.00	\$0.00	\$0.00	\$108,345.00
Captain	1	0.0000	\$131,673.00	\$0.00	\$0.00	\$0.00	\$131,673.00
Lieutenant	2	0.0000	\$199,068.00	\$0.00	\$0.00	\$0.00	\$199,068.00
Sergeant	4	0.0000	\$456,894.00	\$0.00	\$0.00	\$0.00	\$456,894.00
Lieutenant	3	100.0000	\$114,350.00	\$343,050.00	\$343,050.00	\$0.00	\$0.00
Sergeant	4	100.0000	\$94,177.00	\$376,708.00	\$376,708.00	\$0.00	\$0.00
Trooper	15	100.0000	\$73,470.00	\$1,102,050.00	\$1,102,050.00	\$0.00	\$0.00
Admin Manager I	1	100.0000	\$42,075.00	\$42,075.00	\$42,075.00	\$0.00	\$0.00
Admin Coordinator IV	1	100.0000	\$34,940.00	\$34,940.00	\$34,940.00	\$0.00	\$0.00
Admin Coordinator IV	1	100.0000	\$31,824.00	\$31,824.00	\$31,824.00	\$0.00	\$0.00
Training/Outreach Coordinator	1	100.0000	\$54,600.00	\$54,600.00	\$54,600.00	\$0.00	\$0.00
Data Quality Investigator	4	100.0000	\$54,600.00	\$218,400.00	\$218,400.00	\$0.00	\$0.00
NESA Investigator	10	100.0000	\$54,600.00	\$546,000.00	\$546,000.00	\$0.00	\$0.00
Compliance Review Investigators	2	100.0000	\$54,600.00	\$109,200.00	\$109,200.00	\$0.00	\$0.00
Trooper	16	100.0000	\$84,401.00	\$1,350,416.00	\$1,350,416.00	\$0.00	\$0.00
Subtotal: Salary				\$4,209,263.00	\$4,209,263.00	\$0.00	\$895,980.00
Overtime Project Costs							
MCSAP Personnel	100	100.0000	\$11,500.00	\$1,150,000.00	\$977,500.00	\$172,500.00	\$0.00
Subtotal: Overtime				\$1,150,000.00	\$977,500.00	\$172,500.00	\$0.00
TOTAL: Personnel				\$5,359,263.00	\$5,186,763.00	\$172,500.00	\$895,980.00
Accounting Method:	Cash						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.
 Personnel Costs were calculated on current actual wages.

Overtime Justification

LSP is requesting to be allowed to exceed the 15% overtime policy (requesting the same amount that was approved last year). Several factors play a part in this request. LSP has experienced a loss of 46 MCSAP-Certified personnel over the past 4 years. A hiring freeze prevented LSP from replacing these vacancies during the first two years of this period. Additionally, wages increased, which reduced the amount of available overtime hours for MCSAP activities. As a result of the loss of personnel, FFY 2016 activities dropped approximately 18% below projection. The loss of personnel made it necessary to increase overtime to keep the level enforcement and other MCSAP activities at an acceptable level, which we were able to accomplish in FFY 2018. In FFY 2019, 5 full-time vacancies were filled along with the addition of 17 other NAS-Certified Inspectors, however, 4 full-time and 10 other NAS-Certified Inspector positions have since become vacant. The increase in vacancies is attributed to a large amount of departmental personnel reaching retirement, combined with the lack of hiring over the past several years. As a result, gains noted in FFY 2019 subsided slightly due to the additional vacancies. We filled 5 of the existing vacancies during FFY 2020 as planned. However, we experienced 6 additional retirements over the 12 months following. LSP secured state funding to hold a 50-person Academy in August 2019 and graduated over 40 cadets in January 2020. An additional 50-person academy was planned for the spring of CY 2020, but was canceled due to COVID-19. LSP Command Staff planned to recruit additional inspectors from the ranks of seasoned patrol Troopers assigned to individual Troops (the Troopers we recruit to become NAS-Certified Inspectors would be replaced with new LSP Cadet Class Graduates). This process was expected to take approximately 18 months, but has been put on hold until LSP can secure state funding for another cadet class to avoid depleting personnel from Troops across the state. The budget shortfall the state is experiencing due to the 2019 Cyber-attack and the 2020 pandemic is significant and affecting our ability to hire new cadets. Fortunately, the state is projected to begin a 60-70-person class in September 2021. Upon completion and training of the new troopers, we anticipate on replacing the current vacancies.

FFY 2022 Update: activity projections are calculated based on the anticipation of the additional overtime being approved. The increase in overtime funding should correlate to approximately 6000 MCSAP activities, to include inspections and traffic enforcement. The increased inspections will focus on work zones and aggressive driving. This

is a short-term solution to a temporary personnel problem, which we hope to correct by FFY 2023, pending economic recovery for the state.

The State Police is projected to begin a 60-70-person class in September 2021. Upon completion and training of the new troopers, we anticipate on replacing the current vacancies.

LSP currently has 3 trooper vacancies in Commercial Vehicle Enforcement (Roadside Enforcement). These vacancies will be filled after the Cadet Class graduates in early 2022. These position are not an increase in personnel, they are to back fill current positions that have been vacated because of retirements or promotions. These 3 positions are reflected accurately as salaries in the budget table.

FY 2022 Updates

2022 BIL Revisions.

We moved 16 troopers (\$1,350,422) from MOE to the grant.

We added 1 Data Quality Investigator, 2 NESA Investigators and 2 Compliance Review Investigators.

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: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

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
Lieutenant	10.2000	100.0000	\$343,050.00	\$34,991.10	\$29,745.93	\$5,245.17	\$0.00
Sergeant	12.1000	100.0000	\$376,708.00	\$45,581.66	\$38,748.97	\$6,832.69	\$0.00
Trooper	15.1000	100.0000	\$1,102,050.00	\$166,409.55	\$141,464.76	\$24,944.79	\$0.00
Admin Manager I	65.3000	100.0000	\$42,075.00	\$27,474.97	\$23,356.47	\$4,118.50	\$0.00
Admin Coordinator IV	70.2000	100.0000	\$34,940.00	\$24,527.88	\$20,851.15	\$3,676.73	\$0.00
Admin Coordinator IV	1.4500	100.0000	\$31,824.00	\$461.44	\$392.27	\$69.17	\$0.00
Data Quality Investigators	1.4500	100.0000	\$163,800.00	\$2,375.10	\$2,019.07	\$356.03	\$0.00
NESA Investigators	1.4500	100.0000	\$436,800.00	\$6,333.60	\$5,384.19	\$949.41	\$0.00
Training/Outreach Coordinator	1.4500	100.0000	\$54,600.00	\$791.70	\$673.02	\$118.68	\$0.00
Medicare for Overtime	100.0000	100.0000	\$12,018.00	\$12,018.00	\$10,215.30	\$1,802.70	\$0.00
Uniform Allowance	100.0000	100.0000	\$39,936.00	\$39,936.00	\$33,946.00	\$5,990.00	\$0.00
Captain	61.4000	0.0000	\$131,673.00	\$0.00	\$0.00	\$0.00	\$80,847.00
Lieutenant	63.9000	0.0000	\$199,068.00	\$0.00	\$0.00	\$0.00	\$127,204.00
Sergeant	62.6000	0.0000	\$456,894.00	\$0.00	\$0.00	\$0.00	\$286,015.00
Trooper	65.7000	0.0000	\$1,350,422.00	\$0.00	\$0.00	\$0.00	\$887,227.00
Admin Coordinator IV	78.5000	0.0000	\$108,345.00	\$0.00	\$0.00	\$0.00	\$85,050.00
Commissioned Personnel Retirement	100.0000	0.0000	\$954,627.00	\$0.00	\$0.00	\$0.00	\$954,627.00
TOTAL: Fringe Benefits				\$360,901.00	\$306,797.13	\$54,103.87	\$2,420,970.00

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

Fringe (Retirement for Commissioned Personnel - 52.40%; Non-Commissioned Personnel - 40.10%), Medicare - 1.45% is calculated for each employee based on their projected salary. Health Insurance is budgeted at \$10,000 per employee due to the varying medical insurance plan costs. The fringe rates for each position vary due to the insurance cost multiplied by the number of positions.

The following positions are filled with retired personnel rehired by the Department. Medical Insurance and Retirement is not deducted from their salary however, Medicare is calculated and deducted as required:

Admin Coordinator IV

Data Quality Investigators

NESA Investigators

Training/Outreach Coordinator

All State of Louisiana employees participate in a State Retirement System therefore, FICA is not calculated or deducted from their salary.

Medicare for overtime is calculated at 1.45%

Uniform Maintenance Allowance is calculated at \$8 per day worked by commissioned officers, at an average of 208 days worked per year (24 Commissioned Officers x \$8 Day x 208 Days = \$39,936.00).

All of the Commissioned Personnel whose salaries are applied to the grant have their retirement (52.40%) expenses being applied to MOE (3 Lieutenants, 4 Sergeants, and 15 Troopers) = \$954,627. This is done to keep the amount of fringe costs to the grant down so it can be utilized in other categories that would help facilitate the original mission.

The 3 troopers are not an increase in personnel, just backfilling positions and are accurately included in the current fringe budget table.

Fringe (Retirement for Commissioned Personnel - 58.80%; Non-Commissioned Personnel - 39.50%), Medicare - 1.45% is calculated for each employee based on their projected salary. Health Insurance is budgeted at \$10,000 per employee due to the varying medical insurance plan costs. The fringe rates for each position vary due to the insurance cost multiplied by the number of positions. Note: I

attached the actuary calculations for both, commissioned and non-commissioned personnel, in the "my documents" section, in the eCVSP.

The following positions are filled with retired personnel rehired by the Department. Medical Insurance and Retirement is not deducted from their salary however, Medicare is calculated and deducted as required:

Admin Coordinator IV

Data Quality Investigators

NESA Investigators

Training/Outreach Coordinator

All State of Louisiana employees participate in a State Retirement System therefore; FICA is not calculated or deducted from their salary.

Medicare is calculated at 1.45%

Uniform Maintenance Allowance is calculated at \$8 per day worked by commissioned officers, at an average of 208 days worked per year (24 Commissioned Officers x \$8 Day x 208 Days) = \$39,936.00.

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
Regional Planning Meeting	2	4	100.0000	\$4,000.00	\$3,400.00	\$600.00	\$0.00
CVSA Workshop	4	4	100.0000	\$8,000.00	\$6,800.80	\$1,199.20	\$0.00
LMTA TDC/Annual Conference	3	4	100.0000	\$1,600.00	\$1,360.16	\$239.84	\$0.00
Safe Drive/Technology Workshop	2	4	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
NAIC	2	5	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
CVSA Annual Conference	5	4	100.0000	\$7,000.00	\$5,950.70	\$1,049.30	\$0.00
MCSAP Training Travel	10	4	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
MCSAP Program Travel	10	1	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
NESA/DQ Program Travel	11	1	100.0000	\$34,000.00	\$28,900.00	\$5,100.00	\$0.00
Unexpected Training and Travel	19	4	100.0000	\$1,900.00	\$1,615.19	\$284.81	\$0.00
COHMED Conference	2	4	100.0000	\$3,000.00	\$2,550.30	\$449.70	\$0.00
CVSA/FMCSA Data Quality Workshop	4	4	100.0000	\$6,000.00	\$5,100.60	\$899.40	\$0.00
TOTAL: Travel				\$74,500.00	\$63,327.75	\$11,172.25	\$0.00

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

Costs are estimated based on average past travel inclusive of conference fees, meals, lodging, air fare, etc.

MCSAP CVSP Regional Planning Meeting (Spring 2021)

2 people x \$2,000.00 each = \$4,000.00

CVSA Workshop / FMCSA Leadership Conference (Spring 2021)

4 people x \$2,000.00 each = \$8,000.00

Louisiana Motor Transport Association TDC/Annual Conference (Summer 2021)

2 people x \$800.00 each = \$1,600.00

Officers participate in multiple speaking sessions during the conference and TDC, where a multitude of CMV safety related topics are covered. This is a major component of our carrier outreach program, which has been approved for many years.

Safe Drive/Technology Workshop (Summer 2021)

2 people x \$1,000.00 each = \$2,000.00

Presentations on topics of interest to the CMV highway traffic safety and data communities, including analysis, program management, problem identification, and evaluation.

North American Inspectors Competition (NAIC) (Summer 2021)
2 people x 2,500.00 each = \$5,000.00

CVSA Annual Conference (Fall 2021)
5 people x \$1,400.00 each = \$7,000.00

MCSAP Training Travel (Throughout the year)
10 people x \$100.00 each = \$1,000.00
Certification training travel costs

MCSAP Program Travel
10 people x \$100.00 each = \$1,000.00

NESA/Data Quality Program Travel
Total estimated cost = \$34,000.00
Program travel cost was calculated by obtaining the average miles traveled per month over the past 14 months for each Safety Auditor/DQ Investigator based on actual miles traveled and then multiplied by .57 cents per mile. Average miles traveled = 452 x 11 personnel = 4,972 x 12 months = 59,664 x \$0.57 = \$34,000.00.

Unexpected Training and Travel
19 people x \$100.00 each = \$1,900.00
Training travel costs for unforeseen MCSAP training and travel

COHMED Conference
2 people x \$1500 = \$3,000.00

CVSA/FMCSA Data Quality Workshop
4 people x \$1500.00 = \$6,000.

Total Travel Costs = \$74,500.00

All travel costs must adhere to state per diem and travel policies as listed below:

TIER I

Breakfast \$12

Lunch \$16

Dinner \$29

Total \$57

Lodging Area	Routine Lodging
In-State Cities (except as listed)	\$96
Alexandria/Leesville/Natchitoches	\$99
Baton Rouge - EBR	\$99
Covington/Slidell - St. Tammany	\$96
Lake Charles - Calcasieu	\$96
Lafayette	\$96

TIER II

Breakfast \$13

Lunch \$18

Dinner \$31

Total \$62

Lodging Area**Routine Lodging**

New Orleans - Orleans, St. Bernard, Jefferson and Plaquemines Parishes July- September \$136

New Orleans - Orleans, St. Bernard, Jefferson and Plaquemines Parishes October – January \$136

New Orleans - Orleans, St. Bernard, Jefferson and Plaquemines Parishes February-June \$158

Out-of-State (Except Cities listed in Tier III & IV) \$96

TIER III

Breakfast \$13

Lunch \$19

Dinner \$33

Total \$65

Lodging Area**Routine Lodging**

Austin, TX; Atlanta, GA; Cleveland, OH; Dallas/Fort Worth, TX; Denver, CO; \$170

Ft. Lauderdale, FL; Hartford, CT; Houston, TX; Kansas City, MO; Las Vegas

Los Angeles, CA; Miami, FL; Minneapolis/St. Paul, MN; Nashville, TN; Oakland, CA;

Orlando, FL; Philadelphia, PA.; Phoenix, AZ, Pittsburgh, PA; Portland, OR;

Sacramento, CA; San Antonio, TX; San Diego, CA; Sedona, AZ; St. Louis, MO;

Wilmington, DE; all of Alaska and Hawaii; Puerto Rico; US Virgin Island;

American Samoa; Guam, Saipan

TIER IV

Breakfast \$14

Lunch \$21

Dinner \$36

Total \$71

Lodging Area	Routine Lodging
Baltimore, MD; San Francisco, CA; Seattle, WA; Chicago IL, Boston, MA	\$212
Alexandria, VA; Arlington, VA; New York City, NY; Washington, DC	\$225
International Cities	\$200

The following Travel was removed or decreased because of reduction of funds:

CVSA Workshop, LMTA TDC/Annual Conference, National Traffic Records Forum, CVSA Annual Conference, NESA Training Travel, Unexpected Training and Travel.

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
Desktop Computers	2	\$1,500.00	100	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Mobile Data Terminals	4	\$2,000.00	100	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Radars	2	\$3,000.00	100	\$6,000.00	\$5,100.00	\$900.00	\$0.00
LIDARS	2	\$3,000.00	100	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Vehicles	5	\$43,000.00	100	\$215,000.00	\$182,750.00	\$32,250.00	\$0.00
MCSAP Software Updates	1	\$120,000.00	100	\$120,000.00	\$102,000.00	\$18,000.00	\$0.00
Scanners	3	\$2,500.00	100	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
TOTAL: Equipment				\$365,500.00	\$310,675.00	\$54,825.00	\$0.00
Equipment threshold is \$1,000							

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

Vehicles:

Vehicle costs, to include up-fitting, are estimated based on current contract pricing. The new vehicles are needed to replace current full-time MCSAP vehicles which are at high mileage and identified for replacement. These vehicles will be used 100% for MCSAP activities.

MCSAP Data System:

The existing LSP data system supporting all MCSAP enforcement and administrative activities, was put in place over 20 years ago. This existing system relies upon a Lotus Notes platform which is no longer supported by DPS IT services. The system cannot be further expanded to meet current data volumes and interface requirements with evolving applications, and has become increasingly unstable. The existing system has reached the limits of its scalability and no longer performs in a stable and reliable manner, resulting in a level of performance which is unacceptable to LSP operations. Current system performance significantly impedes productivity and performance of LSP MCSAP enforcement and administrative operations, to include data reporting. The first phase of the upgrade, which has been completed, was to build and install two (2) new servers for data uploads of Inspection Reports to Safety Net. These servers are housed and serviced by the Louisiana Office of Technology Services, which is required by policy. The Department is currently implementing a new CAD/RMS system statewide which will include records management for MCSAP inspection reports currently being stored on the Lotus Notes platform which continues to become more unstable.

LSP has begun using the RMS system but not for MCSAP inspections. The implementation of the required applications for MCSAP are slower than anticipated. Louisiana Office of Technology Services are steadily making updates and improvements and we anticipate the system will be fully functioning by Summer 2022.

Mobile Data Terminal Repair/Replacement:

4 @ \$2,000.00 = \$8,000.00

Desktop Computers:

2 @ \$1,500.00 each = \$3,000.00

Radars:

Replacement for MCSAP Traffic Enforcement

2 @ \$3,000.00 each = \$6,000.00

Lidars:

Replacement for MCSAP Traffic Enforcement

2 @ \$3,000.00 each = \$6,000.00

Replacement Scanners for MCSAP office personnel:

Scanning of all MCSAP Related documents

3 @ \$2,500.00 each = \$7,500.00

Total Equipment = \$365,500

We purchase Mobile Data Terminals, Desktop Computers, Radars and LIDAR's through contractual agreements. Those costs are negotiated and agreed upon and then a contract is processed between LSP and the vendor. Therefore, the amounts are determined by contractual agreement.

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	1 Year	\$29,644.00	100.0000	\$29,644.00	\$25,627.77	\$4,016.23	\$0.00
Printer Ink Cartridges	1 Year	\$45,000.00	100.0000	\$45,000.00	\$28,297.00	\$16,703.00	\$0.00
Inspection Related Supplies	1 Year	\$15,000.00	100.0000	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
HM Enforcer Software	100 Each	\$260.00	100.0000	\$26,000.00	\$22,100.00	\$3,900.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	150 Each	\$28.00	100.0000	\$4,200.00	\$3,570.00	\$630.00	\$0.00
FMCSR/HMR Guides	1 Year	\$7,800.00	100.0000	\$7,800.00	\$6,630.00	\$1,170.00	\$0.00
Printers	40 Each	\$150.00	100.0000	\$6,000.00	\$5,100.60	\$899.40	\$0.00
Replacement Office Furniture	1 Set	\$3,500.00	100.0000	\$3,500.00	\$2,975.00	\$525.00	\$0.00
CVSA Decals	14000 Each	\$0.30	100.0000	\$4,200.00	\$3,570.00	\$630.00	\$0.00
Uniform Related Supplies	1 Year	\$31,343.00	100.0000	\$31,343.00	\$26,644.68	\$4,698.32	\$0.00
TOTAL: Supplies				\$172,687.00	\$137,265.05	\$35,421.95	\$0.00

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

Office Supplies:

Paper, Envelopes, Folders, Files, Postage, Other Office Supplies

For administration of the MCSAP

\$29,644.00

Uniform Related Supplies:

Uniforms – MCSAP Administrative Staff (LSP regulation)

Replacements as needed @ \$90.00 each set = \$2,000.00

Replacements as needed @ \$90.00 each set = \$4,171.00 - FY 2022 Update

Uniforms – Class C (LSP regulation)

Replacements as needed @ \$90.00 each set = \$2,000.00

Replacements as needed @ \$90.00 each set = \$4,172.00 - FY 2022 Update

Uniforms – Class B (LSP regulation)

25 x 2 sets @ \$100.00 each set = \$5,000.00

Uniforms – Heatgear Shirts (LSP regulation)

50 x 4 each @ \$25 each = \$5,000.00

Uniforms – Ballistic Vest Carriers (LSP Regulation)
10 x \$200 each = \$2,000.00

Uniforms – Footwear
Replacement footwear for MCSAP certified officers
47 pair @ \$150.00 each = \$7,000.00

Uniform Caps – Class B (LSP regulation)
100 x 2 each @ \$10.00 each = \$2,000.00

Uniforms – Nylon Web Gear - Class B (LSP regulation)
Includes for each officer: inner belt, web belt, weapon holster, handcuff cases, ammo magazine pouch, chemical spray pouch, knife holder, flashlight holder, latex glove holder, baton holder, portable radio holder, belt keepers, and other equipment holders.
Replacement as needed @ \$200.00 each = \$2,000.00

Total Uniform Related Supplies

FY 2022 Update \$27,000.00 was increased by \$4,343 to \$31,343.

Printer Ink Cartridges:

To print inspection reports and investigations
1,800 @ \$25 each = **\$45,000.00**

Inspection Related Supplies:

Replacement for inspectors as needed
(Creepers, gloves, glasses, chalk, measuring devices, cameras, chocks, etc)
142 officers @ \$98.59 per officer = **\$15,000.00**

Hazardous Material Trucking Enforcement Software:

Hazardous Material Enforcement licenses
100 x \$260.00 each = **\$26,000.00**

CVSA Out-of-Service Criteria Handbook/ Pictorial:

150 @ \$28.00 each = **\$4,200.00**

Federal Motor Carrier Safety Regulations Guides:

150 FMCSR books @ \$20.00 each \$3,000.00
120 HMR books @ \$40.00 each \$4,800.00
Total = **\$7,800.00**

Printers:

Replacement printers to print ASPEN reports in vehicles
30 printers @ \$100.00 each \$3,000.00
Replacement printers for MCSAP Office personnel / NESA Personnel
15 @ \$200 each \$3,000.00
Total Printers = **\$6,000.00**

Replacement Office Furniture:

Replacement desks, chairs, filing cabinets for MCSAP personnel
1 @ \$3,500.00 each = **\$3,500.00**

CVSA Decals:

14,000 @ \$0.30 each = **\$4,200.00**

Total Supplies = \$168,344.00

The costs for office supplies, uniform related supplies, printer ink, inspection related supplies, printers and replacement furniture are based on historical estimates calculated over the past few years.

The cost for HM Enforcer, CVSA OOS Criteria Handbook, FMCSA Regulation books and CVSA Decals are not estimated cost. These are actual costs provided by the vendor.

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
Image Keeper Database License	EIN 0	Contract	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Description of Services: Photo Evidence Software and Storage							
DNH Properties Inc.	EIN 450968755	Contract	50.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Description of Services: Lease for Region 2 Office Space							
Xerox	EIN 0	Contract	100.0000	\$3,900.00	\$3,900.00	\$0.00	\$0.00
Description of Services: Copier Rental/Service Contract							
Timothy Bella	EIN 721169047	Contract	100.0000	\$65,500.00	\$65,500.00	\$0.00	\$0.00
Description of Services: Medical Assessments							
Louisiana State University	EIN 726000848	Contract	100.0000	\$150,000.00	\$150,000.00	\$0.00	\$0.00
Description of Services: CMV and HM Crash Data Entry and Analysis							
TOTAL: Contractual and Subaward				\$299,400.00	\$299,400.00	\$0.00	\$0.00

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

XEROX: \$3,900

Rental/Service Contract for MCSAP copier/scanner/printer (paid monthly)

Dr. Bella: \$65,500

Annual contract with Dr. Timothy Bella, M.D. to monitor MCSAP inspectors' health for contamination from inspecting HazMat cargo. Contract is to be paid upon services rendered and based upon number of physicals conducted.

100 @ \$655.00 each = \$65,500.00

Louisiana State University: \$150,000.00

LSP will contract with LSU Highway Safety Research Group to continue input of CMV crash data and analysis of this data for preparation of an annual report used to develop the annual CVSP. This will include the analysis of all Hazardous Materials related transport incidents and crashes, where commercial vehicles were the mode of transportation. Additionally, this analysis will assist in the State's Data Quality Rating improvement/maintenance efforts, as well as aid in directing enforcement efforts based on the changing data. This contract is the continuation of a successful service that began in FFY 2001.

ImageKeeper Database License: \$50,000.00

Mobile hardware/software and storage license for ImageKeeper secure web storage database that will allow inspectors to store evidentiary photos/documents related to inspections and compliance review investigations.

DNH Properties Inc.: \$30,000.00

Office space leased to house Region 2 MCSAP personnel. Total amount to be reimbursed is 50% of the total lease (\$60,000) due to MCSAP personnel sharing space equally with other Department personnel.

Total Contractual = \$299,400

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Post-Crash Course	1 Year	\$1,000.00	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
CMV Interdiction Course	1 Year	\$1,000.00	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
MCSAP Vehicle Maintenance	1 Year	\$30,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$30,000.00
MCSAP Vehicle Fuel Costs	1 Year	\$140,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$140,000.00
Training Costs (Classroom supplies, materials, etc.)	1 Year	\$4,800.00	100.0000	\$4,800.00	\$4,080.00	\$720.00	\$0.00
Public Outreach	1 Year	\$4,100.00	100.0000	\$4,100.00	\$3,485.00	\$615.00	\$0.00
US Postmaster	1 Year	\$1,400.00	100.0000	\$1,400.00	\$1,190.00	\$210.00	\$0.00
Conference Costs	1 Year	\$6,700.00	100.0000	\$6,700.00	\$5,695.00	\$1,005.00	\$0.00
CVSA Dues	1 Year	\$12,900.00	100.0000	\$12,900.00	\$10,965.00	\$1,935.00	\$0.00
Lidar/Radar Repair	1 Year	\$2,000.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Document Destruction	1 Year	\$2,000.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
TOTAL: Other Costs				\$35,900.00	\$30,515.00	\$5,385.00	\$170,000.00

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

Training Costs:

Tuition, classroom supplies, consumables, course material, tuition, etc.

\$1,800.00

Louisiana Inspectors Challenge Competition Supplies

(Includes misc. inspection supplies/classroom supplies, consumables).

\$3,000.00

Total Training Costs = **\$4,800.00**

Public Outreach:

"Be ready. Be buckled", "Share the Road", "Don't Hang in the No-Zone", etc.

The state will continue to support the national CMV safety campaigns listed above, and will work with OMV on new campaigns to combat human trafficking, through billboards and highway signs, along high crash corridors, in addition to safety talks. This initiative will relay important CMV safety information in an attempt to reduce the number and severity of CMV related crashes and provide education/awareness of human trafficking.

Total Public Outreach Costs = **\$4,100.00**

US Postmaster:

Post box and prepaid envelopes to receive and send notification letters, Data Q's, etc.

\$1,400.00

Conference Costs:

Conference fees/Workshop registration/tuition fees

\$6,700.00

CVSA Annual Dues:

\$12,900.00

Lidar/Radar Repair:

(repairs made by manufacturer)

\$2,000.00

Document Destruction:

Industrial on-site shredding of sensitive documents

\$2,000.00**Post-Crash Course:**

LSP will host CMV Post-Crash Inspection Course at the LSP Training Academy. Training will be made available to other states' MCSAP Lead agencies.

(costs to include classroom supplies and Post-Crash Inspection Kit)

\$1,000.00**CMV Interdiction Course:**

LSP will host CMV Interdiction Course (emphasis on Human Trafficking) at the LSP Training Academy as a follow-up to basic CMV Interdiction Course hosted last year.

\$1,000.00**Total Other Expenses Applied to Grant = \$35,900.00****MOE Expenditures:**

MCSAP Vehicle Maintenance and Repair

\$30,000.00

MCSAP Fuel Costs

\$140,000.00

The cost for CVSA Dues are provided by CVSA. All other cost is based on historical estimates calculate over the past few years.

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	\$6,334,743.00	\$333,408.00	\$6,668,151.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,000,223.00
MOE Baseline:	\$1,078,072.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Admin Coordinator IV	\$0.00	\$0.00	\$0.00	\$108,345.00
Captain	\$0.00	\$0.00	\$0.00	\$131,673.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$199,068.00
Sergeant	\$0.00	\$0.00	\$0.00	\$456,894.00
Lieutenant	\$343,050.00	\$0.00	\$343,050.00	\$0.00
Sergeant	\$376,708.00	\$0.00	\$376,708.00	\$0.00
Trooper	\$1,102,050.00	\$0.00	\$1,102,050.00	\$0.00
Admin Manager I	\$42,075.00	\$0.00	\$42,075.00	\$0.00
Admin Coordinator IV	\$34,940.00	\$0.00	\$34,940.00	\$0.00
Admin Coordinator IV	\$31,824.00	\$0.00	\$31,824.00	\$0.00
Training/Outreach Coordinator	\$54,600.00	\$0.00	\$54,600.00	\$0.00
Data Quality Investigator	\$218,400.00	\$0.00	\$218,400.00	\$0.00
NESA Investigator	\$546,000.00	\$0.00	\$546,000.00	\$0.00
Compliance Review Investigators	\$109,200.00	\$0.00	\$109,200.00	\$0.00
Trooper	\$1,350,416.00	\$0.00	\$1,350,416.00	\$0.00
Salary Subtotal	\$4,209,263.00	\$0.00	\$4,209,263.00	\$895,980.00
MCSAP Personnel	\$977,500.00	\$172,500.00	\$1,150,000.00	\$0.00
Overtime subtotal	\$977,500.00	\$172,500.00	\$1,150,000.00	\$0.00
Personnel total	\$5,186,763.00	\$172,500.00	\$5,359,263.00	\$895,980.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lieutenant	\$29,745.93	\$5,245.17	\$34,991.10	\$0.00
Sergeant	\$38,748.97	\$6,832.69	\$45,581.66	\$0.00
Trooper	\$141,464.76	\$24,944.79	\$166,409.55	\$0.00
Admin Manager I	\$23,356.47	\$4,118.50	\$27,474.97	\$0.00
Admin Coordinator IV	\$20,851.15	\$3,676.73	\$24,527.88	\$0.00
Admin Coordinator IV	\$392.27	\$69.17	\$461.44	\$0.00
Data Quality Investigators	\$2,019.07	\$356.03	\$2,375.10	\$0.00
NESA Investigators	\$5,384.19	\$949.41	\$6,333.60	\$0.00
Training/Outreach Coordinator	\$673.02	\$118.68	\$791.70	\$0.00
Medicare for Overtime	\$10,215.30	\$1,802.70	\$12,018.00	\$0.00
Uniform Allowance	\$33,946.00	\$5,990.00	\$39,936.00	\$0.00
Captain	\$0.00	\$0.00	\$0.00	\$80,847.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$127,204.00
Sergeant	\$0.00	\$0.00	\$0.00	\$286,015.00
Trooper	\$0.00	\$0.00	\$0.00	\$887,227.00
Admin Coordinator IV	\$0.00	\$0.00	\$0.00	\$85,050.00
Commissioned Personnel Retirement	\$0.00	\$0.00	\$0.00	\$954,627.00
Fringe Benefits total	\$306,797.13	\$54,103.87	\$360,901.00	\$2,420,970.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Regional Planning Meeting	\$3,400.00	\$600.00	\$4,000.00	\$0.00
CVSA Workshop	\$6,800.80	\$1,199.20	\$8,000.00	\$0.00
LMTA TDC/Annual Conference	\$1,360.16	\$239.84	\$1,600.00	\$0.00
Safe Drive/Technology Workshop	\$1,700.00	\$300.00	\$2,000.00	\$0.00
NAIC	\$4,250.00	\$750.00	\$5,000.00	\$0.00
CVSA Annual Conference	\$5,950.70	\$1,049.30	\$7,000.00	\$0.00
MCSAP Training Travel	\$850.00	\$150.00	\$1,000.00	\$0.00
MCSAP Program Travel	\$850.00	\$150.00	\$1,000.00	\$0.00
NESA/DQ Program Travel	\$28,900.00	\$5,100.00	\$34,000.00	\$0.00
Unexpected Training and Travel	\$1,615.19	\$284.81	\$1,900.00	\$0.00
COHMED Conference	\$2,550.30	\$449.70	\$3,000.00	\$0.00
CVSA/FMCSA Data Quality Workshop	\$5,100.60	\$899.40	\$6,000.00	\$0.00
Travel total	\$63,327.75	\$11,172.25	\$74,500.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Desktop Computers	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Mobile Data Terminals	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Radars	\$5,100.00	\$900.00	\$6,000.00	\$0.00
LIDARS	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Vehicles	\$182,750.00	\$32,250.00	\$215,000.00	\$0.00
MCSAP Software Updates	\$102,000.00	\$18,000.00	\$120,000.00	\$0.00
Scanners	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
Equipment total	\$310,675.00	\$54,825.00	\$365,500.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$25,627.77	\$4,016.23	\$29,644.00	\$0.00
Printer Ink Cartridges	\$28,297.00	\$16,703.00	\$45,000.00	\$0.00
Inspection Related Supplies	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
HM Enforcer Software	\$22,100.00	\$3,900.00	\$26,000.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	\$3,570.00	\$630.00	\$4,200.00	\$0.00
FMCSR/HMR Guides	\$6,630.00	\$1,170.00	\$7,800.00	\$0.00
Printers	\$5,100.60	\$899.40	\$6,000.00	\$0.00
Replacement Office Furniture	\$2,975.00	\$525.00	\$3,500.00	\$0.00
CVSA Decals	\$3,570.00	\$630.00	\$4,200.00	\$0.00
Uniform Related Supplies	\$26,644.68	\$4,698.32	\$31,343.00	\$0.00
Supplies total	\$137,265.05	\$35,421.95	\$172,687.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Image Keeper Database License	\$50,000.00	\$0.00	\$50,000.00	\$0.00
DNH Properties Inc.	\$30,000.00	\$0.00	\$30,000.00	\$0.00
Xerox	\$3,900.00	\$0.00	\$3,900.00	\$0.00
Timothy Bella	\$65,500.00	\$0.00	\$65,500.00	\$0.00
Louisiana State University	\$150,000.00	\$0.00	\$150,000.00	\$0.00
Contractual and Subaward total	\$299,400.00	\$0.00	\$299,400.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Post-Crash Course	\$850.00	\$150.00	\$1,000.00	\$0.00
CMV Interdiction Course	\$850.00	\$150.00	\$1,000.00	\$0.00
MCSAP Vehicle Maintenance	\$0.00	\$0.00	\$0.00	\$30,000.00
MCSAP Vehicle Fuel Costs	\$0.00	\$0.00	\$0.00	\$140,000.00
Training Costs (Classroom supplies, materials, etc.)	\$4,080.00	\$720.00	\$4,800.00	\$0.00
Public Outreach	\$3,485.00	\$615.00	\$4,100.00	\$0.00
US Postmaster	\$1,190.00	\$210.00	\$1,400.00	\$0.00
Conference Costs	\$5,695.00	\$1,005.00	\$6,700.00	\$0.00
CVSA Dues	\$10,965.00	\$1,935.00	\$12,900.00	\$0.00
Lidar/Radar Repair	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Document Destruction	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Other Costs total	\$30,515.00	\$5,385.00	\$35,900.00	\$170,000.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,334,742.93	\$333,408.07	\$6,668,151.00	\$3,486,950.00
Total Costs Budgeted	\$6,334,742.93	\$333,408.07	\$6,668,151.00	\$3,486,950.00

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	\$6,334,743.00	\$333,408.00	\$6,668,151.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,000,223.00
MOE Baseline:	\$1,078,072.00

Overtime Costs budgeted must be equal to or less than the 14.99 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$4,209,263.00	\$0.00	\$4,209,263.00	\$895,980.00
Overtime Subtotal	\$977,500.00	\$172,500.00	\$1,150,000.00	\$0.00
Personnel Total	\$5,186,763.00	\$172,500.00	\$5,359,263.00	\$895,980.00
Fringe Benefits Total	\$306,797.13	\$54,103.87	\$360,901.00	\$2,420,970.00
Travel Total	\$63,327.75	\$11,172.25	\$74,500.00	\$0.00
Equipment Total	\$310,675.00	\$54,825.00	\$365,500.00	\$0.00
Supplies Total	\$137,265.05	\$35,421.95	\$172,687.00	\$0.00
Contractual and Subaward Total	\$299,400.00	\$0.00	\$299,400.00	\$0.00
Other Costs Total	\$30,515.00	\$5,385.00	\$35,900.00	\$170,000.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,334,742.93	\$333,408.07	\$6,668,151.00	\$3,486,950.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,334,742.93	\$333,408.07	\$6,668,151.00	\$3,486,950.00

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? Colonel Lamar Davis
2. What is this person's title? Superintendent
3. Who is your Governor's highway safety representative? Lisa Freeman
4. What is this person's title? Executive Director

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

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

State Certification declaration:

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

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

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

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

1. What is the name of your certifying State official? Colonel Lamar Davis
2. What is the title of your certifying State official? Superintendent
3. What are the phone # and email address of your State official? 225-925-6113: deputy.secretary@la.gov

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

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

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

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

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

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Colonel Lamar A. Davis**, on behalf of the State of **Louisiana** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.331 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.341; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

(See attachment)

Signature of Certifying Official: Col Lamar A. Davis

Title of Certifying Official: Deputy Secretary

Date of Certification: July 9, 2021

FY 2022 Certification of MCSAP Conformance (State Certification)

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

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

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

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

Date July 9, 2021

Signature Col Lamar H. Davis

PROJECTED CONTRIBUTION RATES BY PLAN

Act 1026 of the 2010 Legislative Session requires the employer contribution rate to be determined separately for each plan as shown in the table below. The normal cost portion of each plan's employer contribution rate varies based upon that plan's benefits, member demographics, actuarial assumptions, and the rate contributed by employees. The shared UAL contribution rate is determined in aggregate for all plans. The UAL established due to a specific plan or group of plans due to legislation will be allocated entirely to that plan or those plans. The Rank and File Employer Contribution Rate is applicable to Appellate Law Clerks, as determined by the Public Retirement Systems' Actuarial Committee (PRSAC) and was developed by including Appellate Law Clerk normal costs and payroll. The dollar amounts of the aggregate funding requirements for LASERS are shown in Section III.

Projected Cost for Fiscal Year 2021/2022								
Plan	Plan Status	Total Normal Cost % (A)	Employee NC % (B)	Employer NC % (A)-(B)	Admin Expense %	Shared UAL %	Plan Specific UAL %	Total Employer Contribution %
Rank & File, App. Law Clerks	Open	9.7%	7.8%	1.9%	0.87%	36.70%	0.00%	39.5%
Judges and Court Officers	Closed	17.6%	11.5%	6.1%	0.87%	36.70%	0.00%	43.7%
Legislators	Closed	9.7%	11.5%	-1.8%	0.87%	36.70%	0.00%	35.8%
Special Legislative	Closed	9.7%	9.5%	0.2%	0.87%	36.70%	0.00%	37.8%
Corrections - Primary	Closed	9.7%	9.0%	0.7%	0.87%	36.70%	0.75%	39.0%
Corrections - Secondary	Closed	14.5%	9.0%	5.5%	0.87%	36.70%	0.19%	43.3%
Wildlife	Closed	23.1%	9.5%	13.6%	0.87%	36.70%	0.05%	51.2%
Peace Officers	Closed	12.8%	9.0%	3.8%	0.87%	36.70%	0.06%	41.4%
Alcohol Tobacco Control	Closed	14.0%	9.0%	5.0%	0.87%	36.70%	0.04%	42.6%
Bridge Police	Closed	9.4%	8.4%	1.0%	0.87%	36.70%	0.06%	38.6%
Judges (Act 992)	Open	18.4%	13.0%	5.4%	0.87%	36.70%	0.00%	43.0%
Hazardous Duty (Act 992)	Open	17.2%	9.5%	7.7%	0.87%	36.70%	0.07%	45.3%
Harbor Police Plan	Closed	17.1%	9.0%	8.1%	0.87%	5.30%	0.08%	14.3%
Aggregate LASERS Plans		10.7%	8.1%	2.6%	0.87%	36.70%	0.01%	40.2%

FUNDING REQUIREMENTS SPECIFIC TO INDIVIDUAL SUB-PLANS

Peace Officers - Act 414 of 2007 increased the accrual rate for certain Peace Officers. The resulting UAL increase is funded with annual payments over 30 years from the Department of Public Safety Peace Officers' Fund.

Rank & File - Act 992 of 2010 changed the retirement eligibility for members hired on or after July 1, 2006. The increase in UAL is amortized over 30 years with level payments. Both payments are allocated only to employers of rank and file members.

Hazardous Duty Plan - Act 992 of 2010 changed the normal form of benefit for prior members joining the hazardous duty plan prospectively. The increase in UAL is funded with level payments over a period of 10 years. This payment is allocated only to employers of members of the Hazardous Duty Plan.

Harbor Police Plan - Act 648 of 2014 provides for the transfer of the members, assets, and liabilities of the Harbor Police Retirement System into LASERS, effective July 1, 2015. Per the cooperative endeavor agreement which established the terms of the transfer, the employer contribution rate established for members of the Harbor Police sub-plan will not include any payment for LASERS shared UAL existing on July 1, 2015 until the earlier of July 1, 2022 or the date that all sums owed, as established by the cooperative endeavor agreement, have been paid to LASERS.

SUMMARY OF VALUATION RESULTS

LOUISIANA STATE POLICE RETIREMENT SYSTEM

Valuation Date:	June 30, 2020	June 30, 2019
Census Summary:		
Active Members	1,029	1,033
Retired Members and Survivors	1,268	1,239
Terminated Due a Deferred Benefit	38	44
Terminated Due a Refund	179	170
Payroll:	\$ 80,281,571	\$ 79,742,159
Benefits in Payment:	\$ 59,283,228	\$ 54,960,399
Present Value of Future Benefits	\$ 1,441,370,283	\$ 1,389,414,153
Actuarial Accrued Liability (EAN):	\$ 1,254,441,437	\$ 1,203,479,513
Unfunded Actuarial Accrued Liability:	\$ 324,114,494	\$ 310,622,407
Experience Account:	\$ 2,195,198	\$ 2,079,574
Actuarial Value of Assets:	\$ 930,326,943	\$ 892,857,106
Market Value of Assets (Includes Experience Account):	\$ 891,750,736	\$ 893,350,033
Ratio of AVA to Actuarial Accrued Liability:	74.16%	74.19%
	Fiscal 2020	Fiscal 2019
Market Rate of Return (Excluding Money Market DROP funds):	1.15%	4.12%
Actuarial Rate of Return (Excluding Money Market DROP funds):	5.56%	6.26%
Non-Money Market DROP Account Interest Credit Rate:	5.06%	5.76%
	Fiscal 2021	Fiscal 2020
Employers' Normal Cost (Mid-year):	\$ 16,796,513	\$ 16,868,719
Amortization Cost (Mid-year):	\$ 27,241,193	\$ 25,672,855
Projected Administrative Expenses:	\$ 930,656	\$ 812,341
Insurance Premium Taxes	\$ 1,500,000	\$ 1,500,000
Net Direct Employer Actuarially Required Contributions:	\$ 43,468,362	\$ 41,853,915
Projected Payroll:	\$ 80,098,373	\$ 79,936,406
Actuarially Required Net Direct Employer Contribution Rate:	54.3%	52.4%
Actual Employee Contribution Rate:		
Employees whose first state service occurred before January 1, 2011:	8.5%	8.5%
Employees whose first state service occurred on or after January 1, 2011:	9.5%	9.5%
Actual Net Direct Employer Contribution Rate:	52.4%	49.1%
	Fiscal 2022	Fiscal 2021
Minimum Recommended Net Direct Employer Cont. Rate:	58.8%	52.4%

ANNUAL CERTIFICATION OF COMPATIBILITY

In accordance with 49 CFR, Part 350 and 355, as Superintendent of the Louisiana State Police, I do hereby certify that the State of Louisiana is compatible with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSRs) and the Federal Hazardous Materials Regulations (FHMRS) as follows:

INTERSTATE MOTOR CARRIERS

The following Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations promulgated by the United States Department of Transportation, revised as of January 01, 2018, and contained in the following Parts of 49 CFR as now in effect or as hereafter amended, are adopted through legislation between the Louisiana Department of Public Safety and Corrections and the United States Department of Transportation.

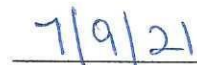
Hazardous Material Regulations	
Part 107	Hazardous Materials Program Procedures
Part 171	General Information, Regulations, and Definitions
Part 172	Hazardous Materials Table, Special Provisions, and Hazardous Materials Communications, Emergency Response Information, and Training Requirements
Part 173	Shippers—General Requirements for Shipments and Packagings
Part 177	Carriage by Public Highways
Part 178	Specifications for Packagings
Part 180	Continuing Qualification and Maintenance of Packagings
Motor Carrier Safety Regulations	
Part 355	Compatibility of State Laws and Regulations Affecting Interstate Motor Carrier Operations
Part 360	Fees for Motor Carrier Registration and Insurance
Part 365	Rules Governing Applications for Operating Authority
Part 367	Standards for Registration with States
Part 373	Receipts and Bills
Part 374	Passenger Carrier Regulations
Part 375	Transportation of Household Goods in Interstate Commerce: Consumer Protection Regulations
Part 376	Lease and Interchange of Vehicles
Part 379	Preservation of Records
Part 382	Controlled Substances and Alcohol Use and Testing
Part 383	Commercial Driver's License Standards; Requirements and Penalties
Part 384	State Compliance with Commercial Driver's License Program
Part 385	Safety Fitness Procedures
Part 386	Rules of Practice for Motor Carrier, Broker, Freight Forwarder and Hazardous Materials Proceedings
Part 387	Minimum Levels of Financial Responsibility for Motor Carriers
Part 388	Cooperative Agreements with States
Part 389	Rulemaking Procedures-Federal Motor Carrier Safety
Part 390	Federal Motor Carrier Safety Regulations; General
Part 391	Qualifications of Drivers
Part 392	Driving of Commercial Motor Vehicles
Part 393	Parts and Accessories Necessary for Safe Operation
Part 395	Hours of Service of Drivers
Part 396	Inspection, Repair, and Maintenance
Part 397	Transportation of Hazardous Materials; Driving and Parking Rules

INTRASTATE MOTOR CARRIERS

Adopted same as interstate with the exception of the following variances:

- 1. Substitution of "26,000 pounds" for all references made to "10,000 pounds".**
- 2. Part 391.11(b)(1) shall read, "is at least 21 years old, or is at least 18 years old and lawfully possesses an appropriately classified driver's license secured from the Louisiana Department of Public Safety and Corrections."**
- 3. Exemption of drivers from Sections 391.21, 391.23 and 391.33, who were regularly employed by Motor Carrier for a continuous period of no less than 3 years immediately prior to January 20, 1988.**
- 4. Exemption of drivers regularly employed as a commercial vehicle operator for a minimum of 24 months prior to March 31, 1992, from complying with Sections 391.41(b)(1) through (5), (10), and (11). However, such a driver may remain qualified only as long as an examining physician determines, during the biennial medical examination required in Section 391.45, that the existing medical or physical condition that would otherwise render a driver unqualified has not significantly worsened or that another disqualifying medical or physical condition has not manifested. The medical examiner's certificate must display upon its face, the inscription "MEDICALLY UNQUALIFIED OUTSIDE LOUISIANA" when a driver is qualified in accordance with the provisions stated herein. The grandfather exemptions were discontinued on August 31, 1994.**
- 5. When applicable, the words "Louisiana Department of Public Safety and Corrections" and/or "Office of State Police" are substituted where "U.S. Department of Transportation", "Federal Highway Administration," "Federal Highway Administrator," "Director," "Bureau of Motor Carrier Safety," or "Office of Motor Carrier Safety" appear.**
- 6. When applicable, substitute the compatible Louisiana Department of Public Safety and Corrections forms or procedures, where special U.S. Department of Transportation forms or procedures are specified or required, if such are required by the State.**


Colonel Lamar Davis, Superintendent
Louisiana State Police


Date