



ALASKA

Commercial Vehicle Safety Plan

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

Fiscal Years 2023 - 2025

Date of Approval: June 14, 2023

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 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 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**Instructions:**

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

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

Lead Agency

In July 1997, the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Compliance (DOT&PF/MSVCV) became the Lead Agency responsible for administering the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP). DOT&PF/MSVCV is responsible for all Commercial Motor Vehicle (CMV) size and weight enforcement in addition to State and Federal traffic and safety regulations. MSVCV will leverage resources and maximize efforts to support the following mission and goals for FY23-25:

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

Goals: The two-fold objective is to (a) reduce the number of CMV-related fatal crashes from five (5) to four (4) in FY23, three (3) in FY24, and two (2) in FY25 and (b) maintain the rate of large fatal truck crashes at or below 0.1140 per 100 million vehicle miles traveled (100M VMT) for years CY23-25.

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your CVSP 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.

Yes	No	Question
☒	☐	Are there initiatives involving "rural roads" included in this CVSP?
☒	☐	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
☐	☒	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

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

As of June 30, 2022, DOT&PF/MSVC has one (1) non-certified sworn Commercial Vehicle Compliance Inspector (CVCI) and 29 North American Standard (NAS) A&B certified sworn CVCI's. The 29 certified sworn CVCI's are supported by MCSAP funds. In the State of Alaska, there are two (2) certified Alaska State Troopers and one (1) certified North Pole Police Department officer. The Division anticipates at least one (1) seasonal inspector will be recruited for the summer of FY23 to perform NAS A Level III inspections.

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

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

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

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

Part 1 Section 4 - MCSAP Structure
Instructions:

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

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

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

Lead Agency Information	
Agency Name:	MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE (MSCVC)
Enter total number of personnel participating in MCSAP activities	40
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	31
Traffic Enforcement Activities	0
Investigations *	1
Public Education and Awareness	40
Data Collection and Reporting	40
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	ALASKA STATE TROOPERS
Enter total number of personnel participating in MCSAP activities	2
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	2
Traffic Enforcement Activities	2
Investigations *	0
Public Education and Awareness	2
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	LOCAL POLICE DEPARTMENT (I.E. NPPD)
Enter total number of personnel participating in MCSAP activities	1
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	1
Traffic Enforcement Activities	1
Investigations*	0
Public Education and Awareness	1
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2023 - 2025 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

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 2017 - 2021

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	5	0.1140	0.0869
01/01/2020	12/31/2020	6	0.1140	0.1119
01/01/2019	12/31/2019	8	0.1140	0.1359
01/01/2018	12/31/2018	4	0.1140	0.0729
01/01/2017	12/31/2017	2	0.1140	0.0362

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	2	0	2
01/01/2018	12/31/2018	0	0	0
01/01/2017	12/31/2017	0	2	0

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

Data extracted from SAFETYNET on 06/24/2022.

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

The State's Fatality Reduction Goal is to maintain the rate of large fatal truck crashes at or below 0.1140 per 100M VMT.

All goals were met for each calendar year, except for 2019 which had a rate of 0.1359 large truck fatal crashes per 100M VMT.

Crash record completeness has improved due to efforts related to closely monitoring the crash data originating from the reporting agencies. Crash record consistency and reporting timeliness are ongoing difficulties.

Narrative Overview for FY 2023 - 2025

Instructions:

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

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

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. During FY17-21, the most current complete fiscal years preceding the goal period, an annual average of 27 Federally-reportable crashes involving CMVs occurred in the State of Alaska; which resulted in an annual average of five (5) fatal crashes. The two-fold objective is to (a) reduce the number of CMV-related fatal crashes from five (5) to four (4) in FY23, three (3) in FY24, and two (2) in FY25 and (b) maintain the rate of large fatal truck crashes at or below 0.1140 per 100M VMT for years CY23-25.

The table below indicates the fatal crash goal per year, with a reduction of one (1) per year over the next three (3) years.

Fiscal Year	CMV-related Fatal Crashes	Fatal Crash Goal	5-Year Rolling Average
FY25	TBD	≤ 2	5 (FY17-21)
FY24	TBD	≤ 3	5 (FY17-21)
FY23	TBD	≤ 4	5 (FY17-21)

Enter the data source and capture date:

Data extracted from SAFETYNET on 06/24/2022.

Projected Goal for FY 2023 - 2025:

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
2023	1
2024	1
2025	1

Alaska's Crash Reduction Goal is to reduce the number of CMV-related fatal crashes by one (1) per year, from five (5) to four (4) in FY23, three (3) in FY24, and two (2) in FY25

Program Activities for FY 2023 - 2025: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The risk of CMV-related crashes in Alaska is lowered by removing unsafe vehicles and unqualified drivers from the road. During FY23, it is anticipated that 6,500 MCSAP CMV safety inspections, plus 550 Border Enforcement CMV safety inspections, will take place at roadside locations, fixed Inspection/Weigh Stations, and carrier facilities throughout the State. During FY23, it is anticipated that 18 New Entrant Safety Audits, 18 Public Education and Outreach events, and 44 Traffic Enforcement activities will take place throughout the State.

The primary activity of the Lead Agency is to conduct safety and size/weight inspections on vehicles engaged in commerce. This activity has been effective in removing unsafe vehicles and unqualified drivers from the road. In FY21, inspectors conducted 5,133 inspections, removing 670 unsafe vehicles and 65 unqualified drivers from the road; during the first nine months of FY22, inspectors conducted 4,957 inspections, removing 575 unsafe vehicles and 84 unqualified drivers from the road.

Driver and Vehicle Inspections

Driver and Vehicle Safety Inspections are conducted at Inspection/Weigh Stations and at roadside locations. Current and future partnerships with the Alaska State Troopers and local police departments help to maximize efforts where DOT&PF/MSCVC may have a limited presence. All inspectors are trained in the use of Aspen inspection reporting software. Most inspectors have completed various types of inspection training above the North American Standard A&B courses, such as Hazardous Materials, Cargo Tank, Other Bulk Packaging, and Passenger Carrier Vehicle Inspections. It is anticipated that there will be a Level IV special-emphasis day once per quarter to conduct Level IV Inspections, with a different focus each quarter, such as medical cards and tire tread depth. The goal for this Level IV special-emphasis effort is to conduct 30 Level IV Inspections per day, totalling 120 annually.

Investigations

Alaska does not currently conduct investigations or compliance reviews.

Traffic Enforcement

At this time, Commercial Vehicle Compliance Inspectors (CVCIs) in Alaska do not have authority to conduct traffic stops. All traffic enforcement activities will be conducted by State and local law enforcement agencies throughout Alaska. As of June 30, 2022, there are two (2) Alaska State Troopers and one (1) North Pole Police Department officer conducting MCSAP activities. During FY23, it is anticipated that a total of 44 Traffic Enforcement activities will take place (8 CMV traffic enforcement stops with inspection, 16 CMV stops without inspection, and 20 non-CMV stops).

Public Education and Outreach

A cooperative industry and public education program is in place to inform and educate drivers about the risks and personal responsibilities involved when driving CMVs or driving around them. The educational process includes year-round initiatives directed at CMV drivers, carriers, and the general public. Public Education and Outreach Activities for FY23-25 are designed for a variety of audiences. Examples of outreach events include Seatbelt Safety Awareness and Teens and Trucks. During FY23-25, Alaska anticipates participating in Brake Safety Week and Road Check. Alaska will continue working with commercial vehicle safety stakeholders to develop and deploy new avenues of effective outreach with timely information.

In FY23 it is anticipated that 18 Public Education and Outreach events will take place.

New Entrant Safety Audits

During FY23, it is anticipated that one (1) Auditor will conduct a total of 18 New Entrant Safety Audits.

Border Enforcement

The majority of trucks engaged in international commerce enter or exit the state of Alaska by road at the Alaska/Canada border at the Tok Port of Entry. Due to this fact, it is anticipated that CVCIs stationed at the Tok Inspection/Weigh Station, located approximately 87 miles west of the US Customs border crossing facility on the Alaska Highway, will conduct 550 inspections in FY23 while looking for carriers engaged in international or domestic commerce at the Inspection/Weigh Station.

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.

Alaska's Crash Reduction Goal for FY23-25 is to reduce the number of CMV-related fatal crashes by one (1) per year, from five (5) to four (4) in FY23, three (3) in FY24, and two (2) in FY25. The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to determine positive progress or areas that require additional attention in order to reduce violations.

The following table will be used to report the above data to FMCSA in the Quarterly Performance Progress Reports:

FY2023	Qtr.1	Qtr.2	Qtr.3	Qtr.4	Total
Fatal Crashes					
Driver OOS Rate	%	%	%	%	%
Vehicle OOS Rate	%	%	%	%	%

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	2535	2262	1464	771	1506
Level 2: Walk-Around	1954	1875	1435	1115	1654
Level 3: Driver-Only	2783	3441	2372	1280	1425
Level 4: Special Inspections	25	70	85	0	0
Level 5: Vehicle-Only	264	0	8	8	27
Level 6: Radioactive Materials	0	0	0	0	0
Total	7561	7648	5364	3174	4612

Narrative Overview for FY 2023 - 2025

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

Aspen

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

The State of Alaska conducts safety inspections with the two-fold objective to (a) reduce the number of CMV-related fatal crashes from five (5) to four (4) in FY23, three (3) in FY24, and two (2) in FY25 and (b) maintain the rate of large fatal truck crashes at or below 0.1140 per 100M VMT for years CY23-25.

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

Fixed Facility Inspection Program: The State operates and maintains nine (9) fixed Inspection/Weigh Stations where safety inspections are conducted. These facilities are:

- Ester Inspection/Weigh Station, located at MP 351 Parks Highway
- Fox Inspection/Weigh Station, located at MP 11 Steese Highway
- Glenn Inbound Inspection/Weigh Station, located at MP 11 Glenn Highway, Southbound
- Glenn Outbound Inspection/Weigh Station, located at MP 11 Glenn Highway, Northbound
- Potter Inspection/Weigh Station, located at MP 114 Seward Highway
- Richardson Inbound Inspection/Weigh Station, located at MP 358 Richardson Highway, Westbound
- Richardson Outbound Inspection/Weigh Station, located at MP 358 Richardson Highway, Eastbound
- Sterling Inspection/Weigh Station, located at MP 82 Sterling Highway
- Tok Inspection/Weigh Station, located at MP 1308 Alaska Highway

While on duty all CVCIs actively scan CMV traffic for both safety and size/weight violations. By using carrier ISS scores, electronic screening resources where available, inspection records, etc. they also identify those vehicles that are due for inspections and those that have not been previously inspected within the last twelve (12) months. The CVCIs work primarily at the fixed Inspection/Weigh Stations listed above.

Updated Narrative October 2022 highlighted in red.

Alaska's FY22 DACH prohibited driver catch rate is 23% (5 drivers identified out of a possible 22). The State plans to increase the percentage of DACH prohibited drivers identified at roadside by running CDLIS checks whenever possible, including using radios to request a CDLIS check when roadside without cell or internet service. CVCIs will be trained to check the CDLIS website, instead of relying on the Aspen-incorporated CDLIS pre-screen feature which does not relay DACH information.

Updated Narrative November 2022 highlighted in orange.

CVCIs are trained to contact the local law authorities (i.e. State Troopers) whenever criminal activity is suspected during an inspection, including drug/alcohol impairment and human trafficking.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2023, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

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

Enter the total number of certified personnel in the Lead agency: 29

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1410	150	12	1572	25.05%
Level 2: Walk-Around	2271	183	0	2454	39.10%
Level 3: Driver-Only	1925	123	30	2078	33.11%
Level 4: Special Inspections	120	0	0	120	1.91%
Level 5: Vehicle-Only	32	8	12	52	0.83%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	5758	464	54	6276	

MCSAP subrecipient agency

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

Subrecipient is: ALASKA STATE TROOPERS

Enter the total number of certified personnel in this funded agency: 2

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	64	0	0	64	50.00%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	64	0	0	64	50.00%
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 Funded Agencies	128	0	0	128	

LOCAL POLICE DEPARTMENT (I.E.

Subrecipient is: NPPD)

Enter the total number of certified personnel in this funded agency: 1

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	32	0	0	32	33.33%
Level 2: Walk-Around	0	0	0	0	0.00%
Level 3: Driver-Only	64	0	0	64	66.67%
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 Funded Agencies	96	0	0	96	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2023:	0

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE (MSCVC)					
# certified personnel: 29					
Subrecipient Agencies: ALASKA STATE TROOPERS, LOCAL POLICE DEPARTMENT (I.E. NPPD)					
# certified personnel: 3					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1506	150	12	1668	25.66%
Level 2: Walk-Around	2271	183	0	2454	37.75%
Level 3: Driver-Only	2053	123	30	2206	33.94%
Level 4: Special Inspections	120	0	0	120	1.85%
Level 5: Vehicle-Only	32	8	12	52	0.80%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	5982	464	54	6500	

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	6276	224	0	6500
Enter total number of certified personnel	29	3	0	32
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	6276	224	0	6500
Enter total number of certified personnel	29	3	0	32

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.



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

Part 2 Section 5 - Traffic Enforcement

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 2017 - 2021
Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2020	09/30/2021	4	4
10/01/2019	09/30/2020	1	1
10/01/2018	09/30/2019	0	0
10/01/2017	09/30/2018	39	6
10/01/2016	09/30/2017	155	67

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2020	09/30/2021	29	29
10/01/2019	09/30/2020	39	39
10/01/2018	09/30/2019	0	0
10/01/2017	09/30/2018	0	0
10/01/2016	09/30/2017	6	0

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2020	09/30/2021	0	0
10/01/2019	09/30/2020	0	0
10/01/2018	09/30/2019	0	0
10/01/2017	09/30/2018	0	0
10/01/2016	09/30/2017	0	0

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

Data extracted from SAFETYNET on 06/30/2022.

Narrative Overview for FY 2023 - 2025

Instructions:

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

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

Alaska State Troopers and Local Law Enforcement agencies do have authority to conduct traffic stops. As of June 30, 2022, there are three (3) sworn and certified law enforcement personnel located throughout the state, specifically in North Pole, Cantwell, and Craig, Alaska. These anticipated subrecipients will conduct CMV and non-CMV traffic enforcement, and it is anticipated the number of sworn and certified law enforcement personnel conducting traffic enforcement will increase.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023	FY 2024	FY 2025
☒	☐	CMV with Inspection	8	16	32
☒	☐	CMV without Inspection	16	24	32
☒	☐	Non-CMV	20	30	40
☐	☒	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), 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 (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
7050	0	18	7068	6945

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

The number of traffic enforcement stops conducted by subrecipients will be routinely communicated to the Lead Agency. Progress made towards the traffic enforcement goals will be included in the quarterly progress reports.

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

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

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

Safety Technology Compliance Status

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

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

Available data sources:

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

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

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

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

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

Alaska maintained ITD Core Compliance in March 2021.

The PRISM program functions through a partnership between MSCVC and DMV.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

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

MSCVC and DOT&PF IT staff will be reviewing CVIEW/AKCDE processes to determine if any updates are needed to maintain and/or improve PRISM and ITD Programs.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).

Alaska intends to maintain CVISN/ITD Core Compliance.

Alaska intends to maintain full PRISM participation.

Part 2 Section 7 - Public Education and Outreach

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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	6	13	8	3	12
CMV Safety Belt Education and Outreach	1	2	1	0	1
State Trucking Association Meetings	13	4	4	2	10
State-Sponsored Outreach Events	3	1	3	0	3
Local Educational Safety Events	3	3	4	0	2
Teen Safety Events	4	0	0	0	0

Narrative Overview for FY 2023 - 2025

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

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

Carrier safety talks will include topics covering passenger transportation and hazardous materials transportation. MSCVC will attend State Trucking Association meetings in order to ensure continued partnership and will institute a targeted safety belt education and outreach effort. Teens and Trucks safety outreach is another anticipated public education event. The Division anticipates that at up to 40 MSCVC personnel and up to three (3) subrecipient personnel will be participating in these efforts.

FY23 Annual In-Service training includes a refresher training on human trafficking.

Work zone safety resources are promoted at the DOT&PF level (Alaska Navigator <https://alaskanavigator.org/> and 511 Alaska <https://511.alaska.gov/>). Public outreach presentations include contact information to report suspected human trafficking, and Truckers Against Trafficking materials are distributed at public outreach events.

Projected Goals for FY 2023 - 2025

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 2023	FY 2024	FY 2025
☒	☐	Carrier Safety Talks	9	10	11
☒	☐	CMV Safety Belt Education and Outreach	1	1	1
☒	☐	State Trucking Association Meetings	5	5	5
☒	☐	State-Sponsored Outreach Events	1	1	1
☒	☐	Local Educational Safety Events	1	1	1
☒	☐	Teen Safety Events	1	1	1

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

In FY23, MSCVC anticipates a total of 18 Public Education and Outreach activities.

In FY23, the number of completed Public Education and Outreach activities will be measured against the following quarterly activity goals:

- Quarter 1: 4 Public Education and Outreach Activities
- Quarter 2: 5 Public Education and Outreach Activities
- Quarter 3: 5 Public Education and Outreach Activities
- Quarter 4: 4 Public Education and Outreach Activities

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

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

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure 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	Fair	No

Available data sources:

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

Enter the agency name responsible for Data Quality: Crash Data - DMV; Inspection Data - MSCVC

Enter the agency or agencies name responsible for DataQs: MSCVC

Enter the agency name responsible for the Crash Data Repository: DMV

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Poor	Fair	Fair	Fair
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.

A&I Online data snapshot, 06/24/2022; data as of 07/08/2022.

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

The State currently has an overall 'Yellow/Fair' rating due to a 'poor' rating from the Crash Timeliness category. The 'poor' rating may be a result of crash reports taking longer than is expected to be submitted (as of June 24, 2022, the 'Red/Poor' is a score of 18%).

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

Beginning in July 2021, MSCVC is engaged in a collaborative endeavor with other agencies who conduct crash reporting in an effort to address missing information from received crash reports. CVC management has established a process with the

Department of Public Safety to improve the data that is recorded in SAFETYNET. As a result of this effort, the Crash Record Completeness rating has improved. Fatal Crash Completeness rating was improved to 100% and has maintained at 100% as a result of collaboration with the Fatality Analysis Reporting System (FARS) group.

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

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a “Good/Green” rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

The Division currently receives crash reports via email from the DMV. As MSCVC receives Federally-reportable crash reports from DMV, they are being input into SAFETYNET within five business days in an effort to meet the overall green/good requirement. MSCVC cannot directly impact the timeliness of when crash reports are received and, therefore, cannot give assurances. However, MSCVC will continue to maintain open communications with DMV on receiving CMV crash reports, as well as continue attending Alaska's Traffic Records Coordinating (ATRC) Committee. As of March 2022, a DMV project is in the early stages to develop a statewide crash repository.

Efforts to input CMV-related crashes into SAFETYNET in a timely manner will continue to be a focus. The State's Highway Crash Data repository, which does not contain driver information, has been offline for several years. The Division learned in the August 2021 ATRC Committee meeting that the Highway Crash Data repository has recently come back online, but is not current and it is unclear when it will be available as a resource.

The Division will continue to monitor Fatal Crashes and upload 100% of Fatal Crashes entered into SAFETYNET. Each month the Division will identify and acquire outstanding reports for input into SAFETYNET, and any outstanding discrepancies between MCMIS and FARS reported fatal crashes identified in SSDQs will be resolved. The goals will be tracked using the tables in the Performance Measurements and Monitoring section.

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

When a carrier requests a DataQ, the Division is notified by email. Assigned Division staff gather relevant materials related to the DataQ, and coordinates with the CVC inspector and CVC management. CVC management reviews the inspection report, related inspection material, and supporting documentation provided by the carrier to make a determination on action to be taken. Any necessary changes are then made on the inspection report in SAFETYNET. If the result of the initial DataQ is challenged/appealed, then CVC management will further review the information and make a final determination.

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

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

Overall ratings of SSDQs will be monitored and reported quarterly. Quarterly reports will include how many CMV-related Federally-reportable crashes were input into SAFETYNET within 90 days of the crash date.

DataQ statuses are closely monitored and necessary actions are taken to ensure timeliness. DataQ timeliness will be reported quarterly to reflect the previous 12 months. The Division will ensure that 100% of all RDRs (DataQs) are resolved within 3-10 business days.

When the Division receives CMV-related Federally-reportable crash reports, they are reviewed by Division staff for discrepancies or missing information. Division staff will then attempt to resolve the discrepancies. The number of reports received with discrepancies and those resolved will be reported quarterly.

Crash Reports Goal Tracking Tables

FFY	Reports Received with Discrepancies	Reports Resolved by end of Quarter	Rate of Discrepancy Reports Resolved	Goal
Q1				100%
Q2				100%
Q3				100%
Q4				100%

FFY	Fatal Crashes Occurred	Fatal Crash Reports Received	Fatal Crash Reports Entered into SAFETYNET	Goal
Q1				100%
Q2				100%
Q3				100%
Q4				100%

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) 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
☒	☐	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.
☐	☒	Does your State conduct Group safety audits at non principal place of business locations?
☐	☒	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 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	0	0	7	15	12
Intrastate	0	0	0	0	0
Total Audits	0	0	7	15	12

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 2023 - 2025

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Lead Agency - MSCVC

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	06/30/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	22
Current Number of Past Dues	0

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

have effective safety management programs.

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

Projected Goals for FY 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	2	0	2	0	2	0
# of Safety Audits (Offsite)	16	0	16	0	16	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	18	0	18	0	18	0
# of Non-Audit Resolutions	0	0	0	0	0	0

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

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

There are no foreseen challenges at this time.

Activity Plan for FY 2023 - 2025: 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.

During FY23, the Lead Agency anticipates one (1) one Auditor completing a total of 18 interstate audits - two (2) onsite and 16 offsite. The Auditor monitors offsite timelines to ensure timely completion.

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

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

Part 2 Section 10 - Border Enforcement

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

Trend Analysis for 2017 - 2021

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

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

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	254	188	177	125	191
Level 2: Walk-Around	265	186	125	100	141
Level 3: Driver-Only	445	370	202	249	189
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	964	744	504	474	521

Narrative Overview for FY 2023 - 2025

☐ The State chooses not to engage in border enforcement activities in FY 2023 - 2025. If this box is checked, no additional narrative is necessary in this section.

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

Projected Goals for FY 2023 - 2025

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2023 - 2025 - Border Enforcement			
	FY 2023	FY 2024	FY 2025
Number of International Commerce Regular CMV	532	552	552
Number of International Commerce HM	10	15	15
Number of International Commerce Passenger	8	8	8
Total International Commerce Inspections	550	575	575
Number of Fixed Facility International Inspections	550	575	575
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	0	0	0

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

It is anticipated that the Lead Agency (MSCVC) will use FY22 Border Enforcement grant dollars to fund the activities identified in the FY23 Border Enforcement Focus Area.

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

There is limited International Motorcoach activity data for the other Alaska/Canada border crossings. A data-gathering deployment is anticipated to be conducted at Skagway, Alaska. CVCI's will focus on inspecting motorcoaches engaged in international commerce at and around the Skagway border crossing. With this data, the Lead Agency anticipates developing goals to increase motorcoach-focused activities in the area. The goal for this activity is to conduct 20 motorcoach inspections as a sampling to determine the level of motorcoach activity engaged in international or domestic commerce.

Activity Plan for FY 2023 - 2025: Describe the specific activities planned to reach border enforcement goals.

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

- Conduct Border Enforcement inspections at the Tok Inspection/Weigh Station.
- Conduct joint activity with our Canadian counterparts during the 2023 (in Canada), 2024 (in Alaska), and 2025 (in Canada) International Roadcheck Weeks.
- In FY23, conduct Border Enforcement inspections in Skagway, Alaska to obtain initial sampling data concerning motorcoaches engaged in international activity.

Anticipated challenges:

- The Tok Inspection/Weigh Station operates nearly on a 24-hours-a-day, 7-days-a-week basis with one officer on duty; frequently, multiple vehicles arrive at the same time, dictating that the on-duty CVCI identify one CMV he or she will interact with rather than holding all of them at the Inspection/Weigh Station, which results in a delay in commerce. Since it is not known if a particular CMV is involved in foreign, domestic, or intrastate commerce until a driver interview has been conducted, it is possible that the solitary CVCI will not interact with all CMVs in foreign commerce entering or exiting the State.

- The amount of CMV traffic traveling on the Alaska Highway and, therefore, interacting with the Tok Inspection/Weigh Station is largely dependent on the amount of trade taking place and the general economy.
- A large portion of the CMV traffic crossing the Alaska/Canada border at the Tok Port of Entry consists of those vehicles traveling from one location in Alaska to another (e.g., from Fairbanks, AK to Haines, AK, which requires travel through Canada) or between a State in the lower 48 and Alaska. FMCSA's Border Enforcement Program guidelines state: "A shipment that originates in one State in the United States and terminates in another State in the United States is not considered transportation in international commerce, even if part of the transportation occurs in a foreign country." Therefore, a significant number of the CMVs seen at the Tok Inspection/Weigh Station are not considered to be in international commerce.

The Tok Port of Entry meets the requirement of Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings and is identified in the eCVSP as the primary location for Border Enforcement inspections. This is consistent with the previous year's activities with the exception of the International Roadcheck travel, as it is Alaska's turn to travel to Canada in 2023.

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

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

For FY23, the following table indicates the quarterly targets for inspections per Level, which includes International Commerce HazMat and Motorcoach Inspections.

Inspection Level	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Total
Level I	12	0	79	79	170
Level II	30	25	25	20	100
Level III	100	100	40	40	280
Grand Total					550
International Commerce HazMat Inspections*	3	3	2	2	10
Motorcoach Inspections*	0	0	4	4	8
*These counts are included in the 550 total, above.					

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

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

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

Check this box if:

☒ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Part 3 Section 2 - Passenger Carrier Enforcement**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**Instructions:**

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

None.

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

None.

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

None.

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

None.

Part 3 Section 4 - State Specific Objectives – Future**Instructions:**

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum 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 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2023 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,912,520.00	\$100,659.00	\$2,013,179.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$301,977.00
MOE Baseline:	\$16,766.40

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$301,977.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Chief, Commercial Vehicle Compliance	1	50.0000	\$93,200.78	\$46,600.39	\$44,270.37	\$2,330.02	\$0.00
Statewide Supervisor (CVC I V)	1	45.0000	\$73,973.92	\$33,288.26	\$31,623.85	\$1,664.41	\$0.00
Area Supervisors (CVC I IV)	3	30.0000	\$69,732.42	\$62,759.17	\$59,621.22	\$3,137.95	\$0.00
Commercial Vehicle Compliance Inspectors (CVC I s I, II, & III)	25	25.0000	\$53,564.45	\$334,777.81	\$318,038.92	\$16,738.89	\$10,500.00
New Entrant Commercial Vehicle Compliance Inspector (CVC I IV)	1	70.0000	\$55,620.60	\$38,934.42	\$36,987.70	\$1,946.72	\$0.00
Program Coordinator	1	15.0000	\$70,693.23	\$10,603.98	\$10,073.78	\$530.20	\$0.00
Grants Administrator III	1	55.0000	\$63,252.75	\$34,789.01	\$33,049.56	\$1,739.45	\$0.00
Research Analyst	1	50.0000	\$51,612.85	\$25,806.42	\$24,516.10	\$1,290.32	\$0.00
Accountant	1	10.0000	\$72,540.28	\$7,254.02	\$6,891.32	\$362.70	\$0.00
Grants Administrator I/II	1	20.0000	\$49,922.63	\$9,984.52	\$9,485.30	\$499.22	\$0.00
MCSAP Support (CVC I I)	4	15.0000	\$49,800.65	\$29,880.39	\$28,386.37	\$1,494.02	\$0.00
Chief, Permits and Planning	1	50.0000	\$77,841.71	\$38,920.85	\$36,974.81	\$1,946.04	\$0.00
Non-Permanent CVC I I (Seasonal)	0	0.0000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Certification Incentive Pay	1	100.0000	\$135,000.00	\$135,000.00	\$128,250.00	\$6,750.00	\$0.00
Subtotal: Salary				\$808,599.24	\$768,169.30	\$40,429.94	\$10,500.00
Overtime Project Costs							
CVC I Overtime	25	2.0000	\$80,346.68	\$40,173.34	\$38,164.67	\$2,008.67	\$0.00
Subtotal: Overtime				\$40,173.34	\$38,164.67	\$2,008.67	\$0.00
TOTAL: Personnel				\$848,772.58	\$806,333.97	\$42,438.61	\$10,500.00
Accounting Method:	Accrual						

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

Updated Budget May 2023 highlighted in yellow.

Grant funding is requested for Lead Agency staff and Commercial Vehicle Compliance Inspectors (CVCIs) to charge their time while performing various safety enforcement duties and training during the grant-funded period. The time and equipment timesheets document work performed each pay period. The total anticipated cost of personnel for this project is ~~\$754,874.12~~ **\$848,772.58**. Overtime is projected to not exceed 15% of the MCSAP award amount. Of this total, funds for overtime costs for CVCIs, planning, and administrative staff are budgeted at ~~\$78,387.00~~ **\$40,173.34**.

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

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

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

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

The **New Entrant Commercial Vehicle Compliance Inspector (CVC I IV) (0.60 0.70 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, certifying driver/vehicle inspections, etc.

The **Grants Administrator(s) (0.20 FTE - 0.55 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, procurement, financial management, recruitment, MCSAP grant application/eCVSP development, PRISM support, and input safety and inspection data into the SAFETYNET and DataQ systems, etc.

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

The **Accountant (0.10 FTE)** will spend time conducting various administrative duties including, but not limited to, completing vouchers, processing payroll, and reporting MOE substantiation.

The **Program Coordinator(s) (0.15 FTE) and MCSAP Support Staff (CVC I) (0.15 FTE each)** tasks will include administrative duties such as biennial updates (MCS-150), carrier document collection, and registrations (PRISM).

The **Chief, Permits and Planning (0.50 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, human resource activities, procurement, financial management, recruitment, MCSAP grant application/eCVSP development, PRISM support, and project planning.

~~The **Non-Permanent CVC I (Seasonal) (0.80 FTE)** will spend time during an approximately 4-month period performing various safety enforcement duties such as driver safety inspections.~~

Certification Incentive Pay is for initial Commercial Motor Vehicle (CMV) inspection certifications to address recruitment issues, and incentive pay for maintaining CMV inspection certifications to improve retention issues. This incentive compensation will be paid in accordance with an established plan with consistent incentive amounts. Inspection Certifications for incentive pay include North American Standard Level 1 (\$2,500 for initial certification, \$2,500 for maintaining certification at 9/30), General Hazardous Materials (\$500 initial, \$500 maintaining at 9/30), and Cargo Tank (\$500 initial, \$500 maintaining at 9/30).

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Grants Administrator I/II	88.0000	20.0000	\$49,922.63	\$8,786.38	\$8,347.06	\$439.32	\$0.00
Chief, Commercial Vehicle Compliance	88.0000	50.0000	\$93,200.78	\$41,008.34	\$38,957.93	\$2,050.41	\$0.00
Statewide Supervisor (CVCI V)	88.0000	45.0000	\$73,973.92	\$29,293.67	\$27,828.99	\$1,464.68	\$0.00
Area Supervisors (CVCI IV)	88.0000	30.0000	\$209,197.26	\$55,228.07	\$52,466.67	\$2,761.40	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	88.0000	25.0000	\$1,339,111.25	\$294,604.47	\$279,874.25	\$14,730.22	\$9,345.00
New Entrant Commercial Vehicle Compliance Inspector (CVCI IV)	88.0000	70.0000	\$55,620.60	\$34,262.28	\$32,549.17	\$1,713.11	\$0.00
Program Coordinator	88.0000	15.0000	\$70,693.23	\$9,331.50	\$8,864.92	\$466.58	\$0.00
Grants Administrator III	88.0000	55.0000	\$63,252.75	\$30,614.33	\$29,083.61	\$1,530.72	\$0.00
Research Analyst	88.0000	50.0000	\$51,612.85	\$22,709.65	\$21,574.17	\$1,135.48	\$0.00
Accountant	88.0000	10.0000	\$72,540.28	\$6,383.54	\$6,064.37	\$319.17	\$0.00
Fringe for CVCI Overtime	36.0000	2.0000	\$2,008,666.88	\$14,462.40	\$13,739.28	\$723.12	\$0.00
MCSAP Support (CVCI I)	88.0000	15.0000	\$199,202.60	\$26,294.74	\$24,980.01	\$1,314.73	\$0.00
Chief, Permits and Planning	88.0000	50.0000	\$77,841.71	\$34,250.35	\$32,537.83	\$1,712.52	\$0.00
Non-Permanent CVCI I (Seasonal)	0.0000	0.0000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Certification Incentive Pay	135,000.0000	100.0000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$607,229.72	\$576,868.26	\$30,361.46	\$9,345.00

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

Grant funding is requested for the Lead Agency staff and CVCI's to charge their associated payroll benefit costs while performing MCSAP-related duties such as, but not limited to: conducting safety enforcement inspections and tasks, training, and administrative duties. The total anticipated cost of fringe benefits for this project is ~~\$623,527.95~~ **\$607,229.72**. The specific amount of benefits, insurance, leave taken, and over/under variance, etc. for each staff member (based on exact salary costs) will be included in each voucher. As the State operates on an accrual-based leave system, only actual hours worked on MCSAP-related duties will be charged to the grant.

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

Per the August 8, 2022 USDOT/FHWA ICAP approval letter, the 88% Fringe Benefits rate is based on the following:

Effective Period: July 1, 2022 – June 30, 2023

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	53%	46%
Insurance	30%	0%
Leave Taken	15%	0%
Over/Under Variance	-10%	-10%
Total	188%	136%

Applicable To: All programs not specifically exempted by law

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Conference Travel	12	67	100.0000	\$36,522.00	\$34,695.90	\$1,826.10	\$0.00
Training Travel	47	357	100.0000	\$131,463.00	\$124,889.85	\$6,573.15	\$0.00
Routine Travel	3	20	100.0000	\$31,530.00	\$29,953.50	\$1,576.50	\$0.00
TOTAL: Travel				\$199,515.00	\$189,539.25	\$9,975.75	\$0.00

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

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

2023 North American Inspectors Competition (NAIC) (Aug 15-19, 2023, Columbus, OH)

1 person, 6 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$200/night; ground transportation: \$125/person
Attendance at this competition increases the Lead Agency's knowledge of the CMV inspection program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2024 CVSA Workshop (Apr 14-18, 2024, Louisville, KY)

3 **2** people, 5 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2024 CVSA COHMED Conference (Jan 22-26, 2024, Savannah, GA)

~~2 people~~ **1 person**, 7 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person

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

2024 MCSAP Conference/Planning Meeting (date & location unknown at this time)

3 people, 5 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

2023 CVSA Annual Conference & Exhibition (Sep 17-21, 2023, Grapevine, TX)

3 2 people, 7 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2023 CVSA Data Management, Quality & FMCSA Systems Training (date & location unknown at this time)

2 people, 5 days, airfare: \$1,600/person; per diem: \$66/day; hotel: \$233/night; ground transportation: \$125/person
Attendance at this conference will increase the Lead Agency's knowledge and understanding of the various FMCSA systems and databases that can be used to improve timely, accurate reporting and, subsequently, improve the State's data quality rating. In addition, the Lead Agency will benefit from the training obtained in daily data management and best practices for improved data quality.

2024 Western Association of State Highway and Transportation Officials (WASHTO) Annual Meeting (date & location unknown at this time)

1 person, 5 days; airfare: \$1,600/person; per diem: \$66/day; hotel: \$220/night; ground transportation: \$125/person
Attendance at this conference allows the Lead Agency to harmonize regulations/permit requirements with other states, including information exchange, proposed legislation evaluation, best practices sharing, and implementation to promote safe and effective transportation systems. This forum allows the opportunity to network with other permitting professionals and industry to exchange ideas, and explore techniques of the permitting process. The Western organization represents western state government officials to help develop national policies on transportation issues.

2023 Western Commercial Vehicle Safety Summit (date & location unknown at this time)

2 people, 4 days; airfare: \$1,600/person; per diem: \$66/day; hotel: \$220/night; ground transportation: \$125/person
The focus of this Summit will be on efforts to reduce distracted driving by CMV drivers and others operating around CMVs, as well as CMV safety in work zones.

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

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

- WASHTO Fall Conference
- Traffic Records Forum
- CVSA Brake Symposium
- Western CMV Safety Summit
- MCSAP Commanders Meeting

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

North American Standard (NAS) Part A Only

1 person, 7 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
This training will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. If a sufficient number of attendees are committed to this course, it may be offered in-state.

North American Standard (NAS) Parts A & B

4 11 people, 14 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
This training will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. If a sufficient number of attendees are committed to this course, it may be offered in-state.

General Hazardous Materials

3 5 people, 6 days, airfare \$1,600/person; per diem \$64/day; hotel: \$220/night; ground transportation: \$125/person
This training will instruct CVCIs in inspecting HazMat shipments for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business. If a sufficient number of attendees are committed to this course, it may be offered in-state.

Cargo Tank Inspection Training

35 people, 6 days, airfare \$1,600/person; per diem \$64/day; hotel: \$220/night; ground transportation: \$125/person
 This training will instruct CVCIs in inspecting Cargo Tank motor vehicles transporting hazardous material for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business. If a sufficient number of attendees are committed to this course, it may be offered in-state.

Passenger Vehicle Inspection Training

1 person, 5 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
 This training will enable CVCIs to complete Level I, II, and V inspections on motorcoaches and other commercial passenger-carrying vehicles.

2023 CVCi Annual Training and Alaskan Inspector's Championship (Anchorage, AK)

30 35 people (17 22 traveling), 5 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$200/night

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

Post Crash Investigation Training (Florida or Nebraska—dates & locations unknown at this time)

2 people 7 days, airfare: \$1,600/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
 The course will provide instruction on the preservation of vital evidence at the crash scene, correctly document the condition of the Commercial Motor Vehicle (CMV) prior to the crash, driver violations, and provide both the knowledge and physical tools to complete the inspection of a CMV involved in an accident. Emphasis will be placed on both vehicle and driver portions of inspections.

New Entrant Safety Audit Course (Bend, Oregon)

1 person, 14 days, airfare: \$1,000/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
 The course will provide instruction on the New Entrant Safety Audit program.

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

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

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

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

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

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

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

US/Canada CVC Outreach & Education

2 people, 5 days, per diem: \$61/day; hotel: \$220/night; SEF: \$550 (budgeted in the "Other" category)

This travel will be used to interact with our Canadian counterparts, participate in joint inspection activity with them, educate the CMV drivers that transit the US-Canada border area on the Alaska Highway, and to focus on international traffic crossing there.

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

Fly-in: 1 person, 2 trips, 5 days/trip, airfare/trip: \$650; per diem: \$60/day; hotel: \$220/night; ground transportation: \$250 included

The New Entrant Auditor will travel to 2 locations throughout the state that are not accessible by road to conduct Audits.

Part 4 Section 5 - Equipment

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

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

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

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

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

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

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

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVCI Laptop Computers	2 ea	\$3,200.00	100.0000	\$6,400.00	\$6,080.00	\$320.00	\$0.00
CVCI Mobile Printer/Scanners	2 ea	\$500.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
CVCI Inspection Supplies	10 full set	\$750.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Office and Inspection/Weigh Station Supplies	1 per year	\$21,500.00	50.0000	\$10,750.00	\$10,212.50	\$537.50	\$0.00
Inspection/Weigh Station All-in-One Printers	4 ea	\$880.00	50.0000	\$1,760.00	\$1,672.00	\$88.00	\$0.00
CVCI Uniforms/Safety Gear	10 full set	\$2,200.00	100.0000	\$22,000.00	\$20,900.00	\$1,100.00	\$0.00
IT Support Supplies	1 per year	\$1,262.09	100.0000	\$1,262.09	\$1,198.95	\$63.14	\$0.00
Transponders	250 ea	\$55.00	100.0000	\$13,750.00	\$13,062.50	\$687.50	\$0.00
Wheel Load Cell Proving Ring	1 ea	\$2,000.00	50.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Computers for Support Staff	1 ea	\$1,300.00	50.0000	\$650.00	\$617.50	\$32.50	\$0.00
Computers for MCSAP Support CVCI Is	3 ea	\$1,300.00	15.0000	\$585.00	\$555.75	\$29.25	\$0.00
Desktop Computers for Inspection/Weigh Stations	1 ea	\$1,300.00	50.0000	\$650.00	\$617.50	\$32.50	\$0.00
TOTAL: Supplies				\$67,307.09	\$63,941.70	\$3,365.39	\$0.00

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

Computers for Support Staff:

These items will be purchased to replace those computers used by support staff that are at the end of their service lives. The amount paid from MCSAP for each expense will be prorated according to the anticipated percentage of dedication to MCSAP-eligible activities, and the remaining expenses will not be counted towards MOE.

Computers for MCSAP Support CVCI Is:

These items will be purchased to replace those computers used by MCSAP Support CVCI Is that are at the end of their service lives. The amount paid from MCSAP for each expense will be prorated according to the anticipated

percentage of dedication to MCSAP-eligible activities, and the remaining expenses will not be counted towards MOE.

CVCI Laptop Computers:

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

CVCI Mobile Scanner/Printers:

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

CVCI Inspection Supplies:

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

Office and Inspection/Weigh Station Supplies:

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

Inspection/Weigh Station All-in-One Printers:

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

CVCI Uniforms/Safety Gear:

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

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

IT Support Supplies:

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

Wheel Load Cell Proving Ring:

This line item includes a proving ring, which is used to calibrate the portable scales used during roadside inspections.

Transponders:

This line item includes the purchase of transponders to replenish the stock in support of virtual Inspection/Weigh Stations, Automatic Vehicle Identification (AVI), and Intelligent Roadside Operations Computer (IROC) (HP-ITD O&M eligible expenses outlined in the MCP section 2.7). Transponders allow vehicles with satisfactory electronic pre-screening results the ability to bypass open Inspection/Weigh Stations, which saves money for the carriers and may also reduce emissions by reducing idling vehicles.

Desktop Computers for Inspection/Weigh Stations:

These items will be purchased to replace those desktops positioned in the Inspection/Weigh Stations that are at the end of their service lives. These computers are used for e-screening (Alaska's CVIEW) to better identify Commercial Motor Vehicles to perform safety inspections and to help identify out of service carriers. MCSAP will fund 50% of the

purchase price for these items. Other funding sources will cover the remaining 50%, which will not be counted toward MOE.

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Alaska State Troopers / Airport Police and Fire	0	Contract	100.0000	\$6,250.00	\$5,937.50	\$312.50	\$0.00
Description of Services: CMV Safety Enforcement Contracts							
Local Police Departments	0	Contract	100.0000	\$6,250.00	\$5,937.50	\$312.50	\$0.00
Description of Services: CMV Safety Enforcement Contracts							
Unknown	0	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
Description of Services: Media Production Services							
TOTAL: Contractual and Subaward				\$12,500.00	\$11,875.00	\$625.00	\$0.00

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

CMV Safety Enforcement Contracts

This line item includes CMV Safety Enforcement conducted by Alaska State Troopers / Airport Police and Fire and local Police Departments. Contracts with local law enforcement in areas of Alaska without a CVCI presence will

expand the reach of the Division's current CMV enforcement activity. Grant funded local law enforcement agencies must have successfully completed North American Standard (NAS) A and/or B training to conduct CMV enforcement within their respective jurisdictions. This funding would allow the Division to enter into as many as ~~four (4)~~ **one (1)** formal Enforcement Contracts with Alaska State Troopers / Airport Police and Fire and ~~two (2)~~ **one (1)** formal contracts with local Police Departments. Each of these contracts will reimburse the contracted law enforcement agency for each verified and billed inspection conducted during the course of the contract. Agencies will also be reimbursed for travel to NAS A and/or B training and CVCI Annual Training.

Contract requirements include conducting the required 32 inspections to maintain certification. Contract agreements include options for reimbursement for traffic enforcement activities at a minimum of eight (8) traffic stops of non-CMV's operating around CMV's and a minimum of four (4) traffic stops of CMV's without an inspection.

Media Production Services

~~This line item includes media production services supporting public education and outreach efforts. This contract may include the production of videos targeting specific CMV safety issues, including but not limited to: the use of transponders, cargo securement, Inspection/Weigh Station operations, the driver/vehicle inspection process, and required lighting.~~

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Other	6.87	\$1,883,764.39	\$129,414.61	\$122,943.88	\$6,470.73
TOTAL: Indirect Costs			\$129,414.61	\$122,943.88	\$6,470.73

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Other Expenses	1 annual expenses	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
Software Licensing & Maintenance	1 annual expenses	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
SEF - Fuel	1 annual expenses	\$15,000.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	1 annual expenses	\$45,000.00	100.0000	\$45,000.00	\$42,750.00	\$2,250.00	\$0.00
CVSA Decals	1 annual expenses	\$2,250.00	100.0000	\$2,250.00	\$2,137.50	\$112.50	\$0.00
Professional Memberships (CVSA, Pre-Clearance System, etc.)	1 ea	\$7,800.00	100.0000	\$7,800.00	\$7,410.00	\$390.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, radios, VOIP, etc.)	1 annual expenses	\$28,000.00	100.0000	\$28,000.00	\$26,600.00	\$1,400.00	\$0.00
Conference Room Rental	3 days	\$1,200.00	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
Out-of-Service Criteria	35 ea	\$50.00	100.0000	\$1,750.00	\$1,662.50	\$87.50	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	40 ea	\$46.00	100.0000	\$1,840.00	\$1,748.00	\$92.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	20 ea	\$65.00	100.0000	\$1,300.00	\$1,235.00	\$65.00	\$0.00
Conference Registration Fees	8 ea	\$750.00	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Legal Services	1 annual expenses	\$5,000.00	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Training Tuition	4 ea	\$1,575.00	100.0000	\$6,300.00	\$5,985.00	\$315.00	\$0.00
Emergency Repairs	1 ea	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Printer Warranties and Service Agreements	1 ea	\$2,500.00	100.0000	\$2,500.00	\$2,375.00	\$125.00	\$0.00
Portable Scales Calibration	120 ea	\$85.00	50.0000	\$5,100.00	\$4,845.00	\$255.00	\$0.00
Outreach Vehicle Wrap	0 ea	\$0.00	0.0000	\$0.00	\$0.00	\$0.00	\$0.00
	0	\$0.00	0.0000	\$0.00	\$0.00	\$0.00	\$0.00

Vehicle/Operator Rates for Participation in Media Production	ea						
Participant Support Costs	1 ea	\$4,000.00	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
TOTAL: Other Costs				\$148,440.00	\$141,018.00	\$7,422.00	\$0.00

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

Other Expenses:

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

The estimated cost for Other Expenses is based on historical costs, and the amount paid from MCSAP for each item is prorated according to the anticipated percentage of dedication to MCSAP eligible activities. The remaining expenses are not counted toward Maintenance of Effort (MOE).

Software Licensing & Maintenance:

This expense includes software costs including but not limited to: CVCI laptop encryption software and ITD O&M costs for the oversize/overweight permitting system. The amount paid from MCSAP for each item will be prorated according to the anticipated percentage of dedication to MCSAP eligible activities.

SEF

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

SEF - Fuel:

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

SEF - Vehicle Fleet Costs (Operation & Maintenance):

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

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

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

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

SEF Costs

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

CVSA Decals:

The Division will purchase CVSA decals to be affixed upon successful completion of Level I inspections. The budgeted amount includes estimated shipping costs.

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

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

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

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

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

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

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

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

Conference Room Rental:

The Lead Agency anticipates hosting or conducting at least one (1) training session in the State, which will have up to 40 attendees and last three (3) days. The Lead Agency's own conference room is insufficient in size for such sessions; therefore, MSCVC anticipates renting conference space at local facilities, including necessary audio/visual equipment at an average price of \$1,200 per day.

Out-of-Service Criteria:

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

Federal Motor Carrier Safety Regulations:

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

HazMat 49 CFR 100-185 Books:

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

Conference Registration Fees:

Registration fees for MCSAP-related conferences such as the CVSA COHMED Conference, the CVSA Workshop, etc. average \$750 per person per conference.

Legal Services:

This funding will pay for services performed by the State of Alaska Department of Law in regard to review and approval of the MCSAP-required Annual Certification of Compatibility and the review of any new regulations established/changed as a result of that review. Legal services are billed directly to the Division, and are not included in the State's Indirect Costs. Legal services are only requested as needed, and are not a routine reoccurring expense.

After the Division engages the Department of Law, the Division receives an itemized bill detailing the nature of the service provided. Through the itemized bills, the Department of Law requests a reimbursement for their time and services rendered. The itemized bills allow for MCSAP-related projects to be easily identified, to ensure they are funded appropriately. Examples of services provided by the Department of Law include, but are not limited to, the

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

Training Tuition:

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

Emergency Repairs:

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

Calibration of Portable Scales:

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

Printer Warranties and Service Agreements:

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

Outreach Vehicle Wrap:

~~This expense includes a laminate, or similar, design wrap for the public education and outreach vehicle. The outreach objectives may include but are not limited to: CMV blind spot awareness (target audience teens/new drivers, general motoring public) and human trafficking in trucking industry awareness (target audience CMV carriers, CMV drivers, general motoring public).~~

Vehicle/Operator Rates for Participation in Media Production:

~~This expense includes the rates for vehicle/operator participation in public education and outreach media production, including but not limited to: the use of transponders, cargo securement, Inspection/Weigh Station operations, the driver/vehicle inspection process, and required lighting.~~

Participant Support Costs:

This funding will cover expenses for participating trainers at MSCVC's Annual CVCI In-Service Training. The expenses include airfare, lodging, per diem, surface transportation, and rental vehicle. Anticipated participants include Truckers Against Trafficking (presenting on human trafficking awareness) and Oregon Department of Transportation personnel (providing training on hours of service and vehicle component identification).

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,912,520.00	\$100,659.00	\$2,013,179.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$301,977.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Chief, Commercial Vehicle Compliance	\$44,270.37	\$2,330.02	\$46,600.39	\$0.00
Statewide Supervisor (CVCI V)	\$31,623.85	\$1,664.41	\$33,288.26	\$0.00
Area Supervisors (CVCI IV)	\$59,621.22	\$3,137.95	\$62,759.17	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	\$318,038.92	\$16,738.89	\$334,777.81	\$10,500.00
New Entrant Commercial Vehicle Compliance Inspector (CVCI IV)	\$36,987.70	\$1,946.72	\$38,934.42	\$0.00
Program Coordinator	\$10,073.78	\$530.20	\$10,603.98	\$0.00
Grants Administrator III	\$33,049.56	\$1,739.45	\$34,789.01	\$0.00
Research Analyst	\$24,516.10	\$1,290.32	\$25,806.42	\$0.00
Accountant	\$6,891.32	\$362.70	\$7,254.02	\$0.00
Grants Administrator I/II	\$9,485.30	\$499.22	\$9,984.52	\$0.00
MCSAP Support (CVCI I)	\$28,386.37	\$1,494.02	\$29,880.39	\$0.00
Chief, Permits and Planning	\$36,974.81	\$1,946.04	\$38,920.85	\$0.00
Non-Permanent CVCI I (Seasonal)	\$0.00	\$0.00	\$0.00	\$0.00
Certification Incentive Pay	\$128,250.00	\$6,750.00	\$135,000.00	\$0.00
Salary Subtotal	\$768,169.30	\$40,429.94	\$808,599.24	\$10,500.00
CVCI Overtime	\$38,164.67	\$2,008.67	\$40,173.34	\$0.00
Overtime subtotal	\$38,164.67	\$2,008.67	\$40,173.34	\$0.00
Personnel total	\$806,333.97	\$42,438.61	\$848,772.58	\$10,500.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Grants Administrator I/II	\$8,347.06	\$439.32	\$8,786.38	\$0.00
Chief, Commercial Vehicle Compliance	\$38,957.93	\$2,050.41	\$41,008.34	\$0.00
Statewide Supervisor (CVCI V)	\$27,828.99	\$1,464.68	\$29,293.67	\$0.00
Area Supervisors (CVCI IV)	\$52,466.67	\$2,761.40	\$55,228.07	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	\$279,874.25	\$14,730.22	\$294,604.47	\$9,345.00
New Entrant Commercial Vehicle Compliance Inspector (CVCI IV)	\$32,549.17	\$1,713.11	\$34,262.28	\$0.00
Program Coordinator	\$8,864.92	\$466.58	\$9,331.50	\$0.00
Grants Administrator III	\$29,083.61	\$1,530.72	\$30,614.33	\$0.00
Research Analyst	\$21,574.17	\$1,135.48	\$22,709.65	\$0.00
Accountant	\$6,064.37	\$319.17	\$6,383.54	\$0.00
Fringe for CVCI Overtime	\$13,739.28	\$723.12	\$14,462.40	\$0.00
MCSAP Support (CVCI I)	\$24,980.01	\$1,314.73	\$26,294.74	\$0.00
Chief, Permits and Planning	\$32,537.83	\$1,712.52	\$34,250.35	\$0.00
Non-Permanent CVCI I (Seasonal)	\$0.00	\$0.00	\$0.00	\$0.00
Certification Incentive Pay	\$0.00	\$0.00	\$0.00	\$0.00
Fringe Benefits total	\$576,868.26	\$30,361.46	\$607,229.72	\$9,345.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Travel	\$34,695.90	\$1,826.10	\$36,522.00	\$0.00
Training Travel	\$124,889.85	\$6,573.15	\$131,463.00	\$0.00
Routine Travel	\$29,953.50	\$1,576.50	\$31,530.00	\$0.00
Travel total	\$189,539.25	\$9,975.75	\$199,515.00	\$0.00

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

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVCI Laptop Computers	\$6,080.00	\$320.00	\$6,400.00	\$0.00
CVCI Mobile Printer/Scanners	\$950.00	\$50.00	\$1,000.00	\$0.00
CVCI Inspection Supplies	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Office and Inspection/Weigh Station Supplies	\$10,212.50	\$537.50	\$10,750.00	\$0.00
Inspection/Weigh Station All-in-One Printers	\$1,672.00	\$88.00	\$1,760.00	\$0.00
CVCI Uniforms/Safety Gear	\$20,900.00	\$1,100.00	\$22,000.00	\$0.00
IT Support Supplies	\$1,198.95	\$63.14	\$1,262.09	\$0.00
Transponders	\$13,062.50	\$687.50	\$13,750.00	\$0.00
Wheel Load Cell Proving Ring	\$950.00	\$50.00	\$1,000.00	\$0.00
Computers for Support Staff	\$617.50	\$32.50	\$650.00	\$0.00
Computers for MCSAP Support CVCI Is	\$555.75	\$29.25	\$585.00	\$0.00
Desktop Computers for Inspection/Weigh Stations	\$617.50	\$32.50	\$650.00	\$0.00
Supplies total	\$63,941.70	\$3,365.39	\$67,307.09	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Alaska State Troopers / Airport Police and Fire	\$5,937.50	\$312.50	\$6,250.00	\$0.00
Local Police Departments	\$5,937.50	\$312.50	\$6,250.00	\$0.00
Unknown	\$0.00	\$0.00	\$0.00	\$0.00
Contractual and Subaward total	\$11,875.00	\$625.00	\$12,500.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Other Expenses	\$9,500.00	\$500.00	\$10,000.00	\$0.00
Software Licensing & Maintenance	\$950.00	\$50.00	\$1,000.00	\$0.00
SEF - Fuel	\$14,250.00	\$750.00	\$15,000.00	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	\$42,750.00	\$2,250.00	\$45,000.00	\$0.00
CVSA Decals	\$2,137.50	\$112.50	\$2,250.00	\$0.00
Professional Memberships (CVSA, Pre-Clearance System, etc.)	\$7,410.00	\$390.00	\$7,800.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, radios, VOIP, etc.)	\$26,600.00	\$1,400.00	\$28,000.00	\$0.00
Conference Room Rental	\$3,420.00	\$180.00	\$3,600.00	\$0.00
Out-of-Service Criteria	\$1,662.50	\$87.50	\$1,750.00	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	\$1,748.00	\$92.00	\$1,840.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	\$1,235.00	\$65.00	\$1,300.00	\$0.00
Conference Registration Fees	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Legal Services	\$4,750.00	\$250.00	\$5,000.00	\$0.00
Training Tuition	\$5,985.00	\$315.00	\$6,300.00	\$0.00
Emergency Repairs	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Printer Warranties and Service Agreements	\$2,375.00	\$125.00	\$2,500.00	\$0.00
Portable Scales Calibration	\$4,845.00	\$255.00	\$5,100.00	\$0.00
Outreach Vehicle Wrap	\$0.00	\$0.00	\$0.00	\$0.00
Vehicle/Operator Rates for Participation in Media Production	\$0.00	\$0.00	\$0.00	\$0.00
Participant Support Costs	\$3,800.00	\$200.00	\$4,000.00	\$0.00
Other Costs total	\$141,018.00	\$7,422.00	\$148,440.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,789,576.18	\$94,188.21	\$1,883,764.39	\$19,845.00
Indirect Costs	\$122,943.88	\$6,470.73	\$129,414.61	NA
Total Costs Budgeted	\$1,912,520.06	\$100,658.94	\$2,013,179.00	\$19,845.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,912,520.00	\$100,659.00	\$2,013,179.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$301,977.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$768,169.30	\$40,429.94	\$808,599.24	\$10,500.00
Overtime Subtotal	\$38,164.67	\$2,008.67	\$40,173.34	\$0.00
Personnel Total	\$806,333.97	\$42,438.61	\$848,772.58	\$10,500.00
Fringe Benefits Total	\$576,868.26	\$30,361.46	\$607,229.72	\$9,345.00
Travel Total	\$189,539.25	\$9,975.75	\$199,515.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$63,941.70	\$3,365.39	\$67,307.09	\$0.00
Contractual and Subaward Total	\$11,875.00	\$625.00	\$12,500.00	\$0.00
Other Costs Total	\$141,018.00	\$7,422.00	\$148,440.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,789,576.18	\$94,188.21	\$1,883,764.39	\$19,845.00
Indirect Costs	\$122,943.88	\$6,470.73	\$129,414.61	NA
Total Costs Budgeted	\$1,912,520.06	\$100,658.94	\$2,013,179.00	\$19,845.00

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

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

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

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

State Certification declaration:

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

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below. The MCSAP lead agency does not conduct traffic enforcement, to include comprehensive and high visibility traffic enforcement, removing impaired drivers, drug interdiction, and criminal interdiction activities related to human trafficking. Alaska does not perform investigations.

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

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

1. What is the name of your certifying State official? Sven Fedorow
2. What is the title of your certifying State official? Assistant Attorney General
3. What are the phone # and email address of your State official? (907) 269-5164 sven.fedorow@alaska.gov

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

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

I, Sven Fedorow, 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. FMCSRs were most recently updated October 1, 2018, but have not yet been adopted by the State of Alaska. The regulation adoption process was initiated with State of Alaska Department of Law on April 5, 2021. There is an open file with Department of Law to adopt federal regulations through October 2020.

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No

MEMORANDUM

State of Alaska

Department of Law

TO: Katherine Hensley,
Program Coordinator
DOT&PF MSCVC

Katy Hogan,
Grant Administrator
DOT&PF MSCVC

DATE: June 8, 2022

FILE NO.: 2018200182

PHONE: (907) 269-5100

FROM: Sven Fedorow,
Assistant Attorney General
Transportation Section

SUBJECT: Annual regulation
compatibility review

At the request of the Alaska Department of Transportation and Public Facilities (DOT&PF), Division of Measurement Standards and Commercial Vehicle Compliance (MSCVC), I have conducted an annual regulation compatibility review as required by 49 CFR §350.303(d).

This review covers the period between April 24, 2021 and May 31, 2022. For this review, I identified the FMCSA regulations related to safety that had been adopted during that time frame. I reviewed each of these regulatory amendments and compared them to MSCVC's regulations, found in the Alaska Administrative Code, 17 AAC 25.010 et seq. This review assumes that previous compatibility reviews identified all then-existing incompatibility issues.

A prior finding of incompatibility was found in MSCVC regulation 17 AAC 25.220(a), which adopts 49 CFR §395 as it existed on October 1, 2018. Effective September 29, 2020, FMCSA made several changes to the hours of service regulations found in Part 395. 85 FR 33396. This incompatibility has not yet been corrected.

As noted in the review which identified the incompatibility, MSCVC has opened a regulations project with the Department of Law to make changes to its regulations, and this incompatibility will be addressed as part of that project. Incorporating FMCSA's updated regulation by reference will satisfy all of FMCSA's compatibility standards under § 350.303(d).

Next, I identified the FMCSA regulations that had been adopted between April 24, 2021 and May 31, 2022. I reviewed each of these regulatory amendments and compared

them to MSCVC's regulations, found in the Alaska Administrative Code, 17 AAC 25.010 et seq. My evaluation identified no compatibility issues between current MSCVC regulations and the amendments to FMCSA regulations adopted during this period.

A number of changes to FMCSA regulations were made which will require compliance by a future date. Effective November 8, 2021, FMCSA regulations were amended concerning controlled substances and alcohol testing, and compliance with the amended rule is required by November 18, 2024 (49 CFR § 384.301; 86 FR 55718). As with the finding of incompatibility mentioned earlier, this can be corrected by incorporating updated federal regulations by reference in 17 AAC 25.210, where the October 1, 2018 version of federal regulations is currently incorporated by reference.

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

Conclusion

Consistent with the discussion above, it is my conclusion that MSCVC's laws, regulations, standards, and orders on CMV safety are compatible with relevant FMCSA regulations.

Please contact me if I can provide further assistance.

Hogan, Katy R (DOT)

From: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Sent: Tuesday, June 28, 2022 4:14 AM
To: Hensley, Katherine R (DOT)
Cc: Hogan, Katy R (DOT)
Subject: FMCSA Approval Of DOT-PF's Final Title VI Program Compliance Plan For FY 2023

Great! Thank you. I have reviewed DOT&PF's final Title VI Program Compliance Plan for FY 2023 and find all elements identified in the FY 2023 FMCSA Title VI Program Compliance Plan Checklist. This e-mail serves as the Plan approval document. Therefore, DOT&PF's final Title VI Program Compliance Plan for FY 2023 is hereby approved.

Thanks again, Katherine.

Lester

Lester Finkle
FMCSA National Title VI Program Manager

From: Hensley, Katherine R (DOT) <katherine.hensley@alaska.gov>
Sent: Monday, June 27, 2022 2:56 PM
To: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Cc: Hogan, Katy R (DOT) <katy.hogan@alaska.gov>
Subject: RE: 2022 Title VI Plan

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Lester,

Please find attached Alaska Title VI Plan for 2023 with the separate Unbiased Inspection document. Let me know if you have any questions or anything else you need for approval of this plan.

Thank you,
Katherine Hensley, M.S.
Program Coordinator II
State of Alaska, DOT&PF: MSCVC
Phone: 907-365-1215 Fax: 907-365-1220

From: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Sent: Wednesday, February 16, 2022 3:53 AM
To: Hensley, Katherine R (DOT) <katherine.hensley@alaska.gov>
Cc: Hogan, Katy R (DOT) <katy.hogan@alaska.gov>
Subject: RE: 2022 Title VI Plan

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning, Katherine. Thank you for reaching out to me. I have attached the FY 2023 FMCSA Title VI Program Compliance Plan Checklist. I have not added a new section to the Plan Checklist for FY 2023. At a minimum and as a part of the Plan update for FY 2023, under the CMV Inspection Selection & Unbiased Enforcement Policies section of the Plan (page #20), please remove the existing language and replace it with a statement referencing this policy and include the date the policy was distributed to affected DOT&PF personnel. I will appreciate a formal/final copy of the policy for the record.

I do have a wild card to offer which is outside of my control and which may impact the Plan update for FY 2023. The USDOT's Office of Civil Rights is in the process of updating DOT Order #1050.2A, which is the template for the attached FMCSA Title VI Program Assurance for use by all FMCSA Grant Applicants. I am pleased to say that USDOT's Office of Civil Rights is using the FMCSA version of the Title VI Program Assurance for its update effort. However, I am expecting that there will be certain changes to the existing Title VI Program Assurance template which will affect the FMCSA Title VI Program Assurance template. The timing of this effort is outside of my control. If the updated DOT Order is issued in the next few months, I will be making available the updated FMCSA Title VI Program Assurance template to FMCSA Grant Applicants. I will let you know as soon as I have a more clear understanding of what may occur and when. I appreciate your understanding in this matter. Thanks, Katherine.

Lester

Lester Finkle
FMCSA National Title VI Program Manager
202-366-4474

From: Hensley, Katherine R (DOT) <katherine.hensley@alaska.gov>
Sent: Tuesday, February 15, 2022 2:34 PM
To: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Cc: Hogan, Katy R (DOT) <katy.hogan@alaska.gov>
Subject: 2022 Title VI Plan

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Lester,

I wanted to reach out to see if there were any updates for the Title VI plan for this upcoming year. I'm getting ready to reach out internally to initiate this program and any information you can provide will help me streamline this process. As always, I look forward to working with you.

Thank you,
Katherine Hensley, M.S.
Program Coordinator II
State of Alaska, DOT&PF: MSCVC
Phone: 907-365-1215 Fax: 907-365-1220

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

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

Section I: Indirect Cost Rates

Type: Fixed Rate with Carry Forward Adjustment

Effective Period: July 1, 2022 – June 30, 2023

Approved Rates:

Federal Highway Projects	7.18%
Federal Airport Projects	7.39%
Public Facilities	9.67%
Other Capital Improvement Projects	6.87%

Base: Total Direct Costs

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

Section II: Labor Rates

Effective Period: July 1, 2022 – June 30, 2023

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	53%	46%
Insurance	30%	0%
Leave Taken	15%	0%
Over/Under Variance	-10%	-10%
Total	188%	136%

Applicable To: All programs not specifically exempted by law

Section III: General

A. Limitations

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

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

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

B. Accounting Changes

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

C. Use by Other Federal Agencies

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

D. Other

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

State of Alaska
DOT&PF

DocuSigned by:

0B88DE8A31894EB...
Don Ramon, Director
Alaska Department of Transportation
And Public Facilities

8/9/2022

Date

U. S. Department of Transportation
Federal Highway Administration

**SANDRA A
GARCIA-ALINE**

Sandra A. Garcia-Aline
Division Administrator

Digitally signed by SANDRA A
GARCIA-ALINE
Date: 2022.08.08 14:33:47 -08'00'

Date