



DISTRICT OF COLUMBIA

Commercial Vehicle Safety Plan

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

Fiscal Years 2023 - 2025

Date of Approval: August 02, 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.*

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

MPD's Motor Carrier Safety Unit (MCSU) conducts its regular law enforcement duties in the District of Columbia (DC) and is committed to reducing large truck and bus-related crashes and fatalities to zero. Based on the District's Traffic Safety Statistics Report prepared by Department of Transportation (DDOT) and Howard University, an average of 852 fatalities per year were recorded between 2019 and 2021 in DC. MPD will continue to work on reducing fatalities and their possible causes in the hope of producing meaningful and measurable results. These efforts will continue despite the fact that the fatality rate in the District has been consistently low compared to other states in the country. Thus, activities such as strike forces, and other motor coach safety initiatives will continue to be implemented.

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
<input type="radio"/>	<input checked="" type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

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

The District of Columbia's 2023 Commercial Vehicle Safety Plan (CVSP) is structured in accordance with Section 350.211(a) (2) of the Federal Motor Carrier Safety Regulations and FMCSA planning memorandum for FY23.

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

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

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

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

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

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

Lead Agency Information	
Agency Name:	DC METROPOLITAN POLICE DEPARTMENT
Enter total number of personnel participating in MCSAP activities	7
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	7
Traffic Enforcement Activities	7
Investigations *	2
Public Education and Awareness	7
Data Collection and Reporting	7
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	09/30/2021	1	0	1
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0
10/01/2017	09/30/2018	1	0	1
10/01/2016	09/30/2017	2	0	2

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	09/30/2021	3	0	3
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	2	0	2
10/01/2017	09/30/2018	2	0	2
10/01/2016	09/30/2017	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			
10/01/2020	09/30/2021	0	0	0
10/01/2019	09/30/2020	0	0	0
10/01/2018	09/30/2019	0	0	0
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	0	0	0

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

TARAS 2.0 (MPD/DDOT Crash Database)

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

The District records a low number of fatalities per year compared to what other states report on an annual basis. Nevertheless, the MCSU continues to aim at minimizing that lead to injuries and fatalities. Currently, the State Safety Data Quality (SSDQ) is being addressed by unit officials as a results of which MPD has achieved a good standing or "green" rating in all SSDQ categories since FY19.

It is important to note that when reviewing the total number of motor coach crashes reported on MPD's Traffic Crash Reporting System, these numbers also reflect incidents involving Metro Bus Transit System (public transportation system) vehicles. MPD is in the process of filtering the system to add Metro Buses as a separate classification in order to more accurately capture motor coach crashes and use them in future analysis.

Further, the incidence of HAZMAT related crashes has been significantly low in the District. In fact, there has not been HAZMAT related fatalities reported, which could be attributed to MCSAP officers' diligence in ensuring that carriers of such abide by all safety rules and regulations as required by law.

Narrative Overview for FY 2023 - 2025

Instructions:

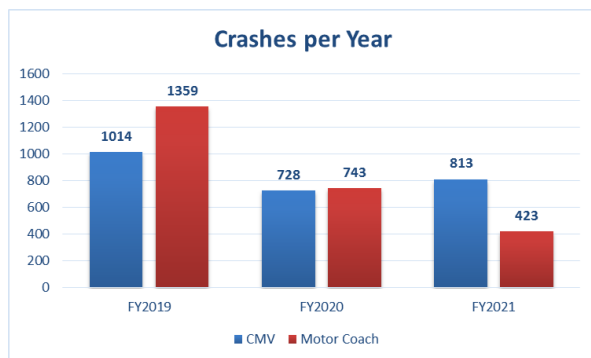
The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number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

The District of Columbia has consistently had a lower number of CMV-related crashes compared to the national average. Nevertheless, the District recognizes that the low number of commercial vehicle-related fatalities annually may be directly correlated to the District's small geographical size.

However, in the past year, the number of CMV crashes has increased. This could be attributed to the increase of construction in the city, as well as the increase in e-commerce and door to door delivery and the associated influx of truck traffic.

Figure 1: Number of Crashes per Year



Enter the data source and capture date:

Data Source: Traffic Safety Statistics Report for the District of Columbia 2019-2021/ FMCSA/ MCMIS & TARAS 2.0 (MPD Crash Database) Capture Date: 08/1/2022

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	2
2024	2
2025	2

MPD's goal is to reduce CMV-related crashes and fatalities by 2% consistently from FY2023 through FY2025.

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.

MPD has an interactive approach on identifying potential causes and effects that lead to a collision and their location in DC. Thus far, it has proved successful to deploy officers around designated CMV routes with high crash incidence within the city. This strategy has actively helped in the reduction and prevention of CMV-related injuries and fatalities.

The District of Columbia shall continue to focus on its interactive approach taking in consideration. In the past, there has been proven success concentrating MCSAP Officers on statistically high crash corridors within the city, subsequently reducing the number of crashes and fatalities. Therefore, to sustain this annual low fatality and crash rate, the MCSAP grant will continue to help to enforce areas of the city identified as high crash corridors in prior CVSP's.

Based on the 2019-2021 District of Columbia's CMV Crash Statistics Report, the following are targeted as high Crash Corridors in the District:

1. Benning Road
2. Bladensburg Rd
3. Connecticut Ave
4. Constitution Ave
5. Florida Ave
6. Georgia Ave
7. New Jersey Ave
8. New York Ave
9. North Capitol St
10. Pennsylvania Ave
11. Rhode Island Ave
12. Sixteenth St NW
13. Southern Ave
14. Wisconsin Ave

Further, MPD aims at continue deploying its quarterly motor coach strike force and increasing enforcement at high crash corridors, work zones and around the ever-increasing downtown tourist areas in the District.

Since there is no mechanism in place currently to track serious crashes, the MCSU only track federally reportable and fatal crashes. Hence, due to the lack of metrics, the 15% reduction goal for the relatively small amount of federally reportable crashes is not feasible. However, the MCSU is exploring options to track serious crashes for the upcoming Fiscal Year with the support of their IT department and has also set a goal to perform additional 25% post-crash inspections.

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

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

The District will continue employing its proactive approach to increase commercial motor vehicle safety in the District. This includes reviewing inspection and crash statistics reports and continuing its outreach to the public during its annual safety events and interaction with carriers while assisting in highlighting the safest routes for CMVs through the city and during escorts.

As in prior years, these measures may be used to identify shortfalls on a quarterly basis and adjust enforcement operations to achieve the performance objectives. Finally, the District will continue to monitor its reduction goal by presenting key statistics in the quarterly and annual reports.

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	1036	862	956	898	1022
Level 2: Walk-Around	1788	1875	1365	1342	1511
Level 3: Driver-Only	1761	2335	1758	975	1083
Level 4: Special Inspections	6	4	6	4	11
Level 5: Vehicle-Only	0	0	0	1	1
Level 6: Radioactive Materials	0	0	0	0	0
Total	4591	5076	4085	3220	3628

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 roadside inspection software system.

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

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

In FY2022, the MCSU was not able to meet the goal of 5,332 CMV inspections on CMVs. Further, since FY2020, the MCSU has not been able to meet the goals stated in the FY2020-FY2023 plan as a consequence of the COVID pandemic, and reduced hours working on MCSAP activities due to detail assignments throughout the City. For FY2023, the inspection goals have been adjusted to reflect the capabilities of the MCSU based on its performance. This year, the MCSU is establishing a goal of 4,548 inspections, which represents a 5% increase from the total number of inspections performed in FY2022.

In accordance with the memo provided by FMCSA, the MCSU will start screening commercial motor vehicles for illegal firearms, narcotics, and human smuggling with the support of a K-9 Unit.

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: DC METROPOLITAN POLICE DEPARTMENT

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

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1066	8	60	1134	27.96%
Level 2: Walk-Around	1588	23	22	1633	40.26%
Level 3: Driver-Only	1202	3	74	1279	31.53%
Level 4: Special Inspections	8	0	1	9	0.22%
Level 5: Vehicle-Only	1	0	0	1	0.02%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	3865	34	157	4056	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

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

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: DC METROPOLITAN POLICE DEPARTMENT					
# certified personnel: 7					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1066	8	60	1134	27.96%
Level 2: Walk-Around	1588	23	22	1633	40.26%
Level 3: Driver-Only	1202	3	74	1279	31.53%
Level 4: Special Inspections	8	0	1	9	0.22%
Level 5: Vehicle-Only	1	0	0	1	0.02%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	3865	34	157	4056	

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

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

Note: 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	4258	0	0	4258
Enter total number of certified personnel	7	0	0	7
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	4471	0	0	4471
Enter total number of certified personnel	7	0	0	7

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 by 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		
10/01/2021	09/30/2022	1305	3031
10/01/2020	09/30/2021	1094	739
10/01/2019	09/30/2020	988	745
10/01/2018	09/30/2019	1283	1476
10/01/2017	09/30/2018	1331	1230

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

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

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

SAFETYNET Inspection MCSAP Reporting System Capture date: 08/08/2022

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](#).

MPD will continue to pursue enforcement activities around the city, focusing efforts especially on high crash corridors identified in the Crash Statistics Report, as well as high priority areas. The agency's goal is to cite drivers that incur in violations such as speeding, alcohol/drug impairment and/or aggressive driving. The objective is to increase aggressive driver enforcement citations by ~20% per fiscal year. The District will deploy the seven (7) Motor Carrier Safety Unit (MCSU) officers that will monitor CMV traffic for driver violations. CMV drivers are aware that the MPD's MCSU patrol coverage is limited to the small size of its unit. However, due to technology facilitation and funding increase, the MCSU aims at increasing its traffic enforcement efforts. Thus, by regular enforcement MCSU officers will not work only to reduce crashes but create a presence thereby encouraging the improvement of safety concerns of carriers, drivers, and the general public.

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
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3800	4500	5500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	950	1125	1375

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
4056	0	52	4108	4112

The sum of your planned FY 2023 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2023 roadside inspections, investigations, and/or New entrant safety audits to reflect the allowable amount.

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

The MCSU officers' efforts in terms of road inspections will be monitored by the MCSU Sergeant as well as the Grant Manager in order to provide consistent coverage of the city CMV-activities. Thus, by engaging in regular enforcement, MCSU officers will create a presence in high-frequency crash locations, thereby encouraging the improvement of safety concerns of carriers, drivers, and the general public. Further, the MCSU Sergeant, will oversee the timeliness and completeness of the inspection uploads and will report the unit's performance on a quarterly and annual basis.

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	Deploying Core ITD	No
PRISM	Enhanced Participation	No

Available data sources:

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

Enter the agency name responsible for ITD in the State: DC Department of Transportation

Enter the agency name responsible for PRISM in the State: DC Department of Motor Vehicles

Narrative Overview for FY 2023 - 2025

Problem Statement Narrative and Projected Goal: Describe activities your State plans to implement in order to maintain participation in PRISM at your current level (Full, Enhanced, Expanded) and ITD goals.

Quarterly PRISM reports are currently and will continue to be submitted by the Department of Motor Vehicles (DMV) in accordance with FMCSA requirements. DMV is the custodian of the PRISM system in the District of Columbia.

Program Activities for FY 2023 - 2025: Describe any actions that will be taken to maintain full participation in PRISM and any ITD activities.

The PRISM program in the District completed the Full Participation Level (PRISM Implementation Requirements 1-6) and is currently at the Enhanced Participation Level (PRISM Implementation Requirement 7-12) for all commercial motor carriers over 26,000 lbs. used in interstate operations.

There are updates in the PRISM database which includes the digital transformation of processes e.g., FMCSA’S PRISM Data and Activity Safety Hub (DASH) an online workspace where State partners can log in to access reports, submit data, and access materials to help manage the PRISM process. The tool provides the user with the ability to search for specific carriers and identify relationships to other past and present carriers. PRISM and interrelated programs management will act as key components to reduce, the number of commercial motor vehicle crashes, injuries, and fatalities in a rapidly expanding interstate motor carrier population, and maximize safety in Washington, DC for FY2023-25.

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).

The performance measures are as follows:

1. Reporting details of CMV-related crashes in the District on a monthly and quarterly basis.
2. Reviewing the number of crash injuries, fatalities, and Property Damage Only (PDOs) involving CMVs in the District.
3. Monitoring locations that have high CMV-related crashes and strategically deploy MCSU officers to those locations to reduce the incidence of those.
4. Conduct CMV inspections, in addition to reviewing the crash database to identify variables to monitor progress.

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	0	0	0	0	0
CMV Safety Belt Education and Outreach	0	0	0	1	12
State Trucking Association Meetings	0	0	0	0	0
State-Sponsored Outreach Events	0	0	0	0	1
Local Educational Safety Events	0	0	1	1	1
Teen Safety Events	0	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.

The District will continue to raise awareness annually to both pedestrians and CMV drivers of the dangers posed by CMVs, including serious crashes involving turning CMVs and pedestrians at intersections.

Currently, public education and outreach activities do not include promoting work zone safety, public education outreach activities. In addition, the MSCU does not include training in human trafficking and drug detection. However, the Sargent will develop associated contents to be included in the FY2023 training.

MPD will conduct safety campaigns targeted at CMV Safety Belt Education and Outreach throughout the city. In addition, the officers will engage in Carrier Safety Talks to encourage carriers to stick to safe practices while driving CMVs through the city.

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
<input type="radio"/>	<input checked="" type="radio"/>	Carrier Safety Talks	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	12	12	12
<input type="radio"/>	<input checked="" type="radio"/>	State Trucking Association Meetings	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

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

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

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

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

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	Good	No

Available data sources:

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

Enter the agency name responsible for Data Quality: Metropolitan Police Department

Enter the agency or agencies name responsible for DataQs: Metropolitan Police Department

Enter the agency name responsible for the Crash Data Repository: Metropolitan Police Department

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

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

<https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx> 08/08/2022

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.).

MPD is responsible for overseeing the collection and reporting of accurate crash data in the District of Columbia. The crash data corresponds to CMV-related crashes and is reported to FMCSA. MPD is also an active participant on the interagency DC Traffic Records Coordinating Committee (TRCC), whose goal is to improve the quality of traffic crash data in the District of Columbia.

Within the past few years, MPD has remained consistent in assuring the quality of the crash data and timely uploads into SAFETYNET and other programs. Currently, the overall rating, as well as individual SSDQ ratings, are all GOOD and present NO FLAGS.

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.

MPD will continue assuring that its performance results in a GOOD/GREEN rating for the period of FY2023 to FY2025.

The MCSU Sargent is responsible for conducting DataQs operations within the district. Currently, there is no formal policy to elevate appeals requests. However, when an appeal request is presented, the Sargent conducts a thorough review of the DataQ and makes a determination along with other members of the unit. In FY2023, the MCSU will develop a policy to address appeal requests that will include the support of industry partners within the District.

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.

MPD will continue uploading timely and accurate crash data so the SSDQs remain GOOD/GREEN for the reporting period of FY2023 to FY2025.

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
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 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	0	28	30
Intrastate	0	0	0	0	0
Total Audits	0	0	0	28	30

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: DC Metropolitan Police Department

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	08/08/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	103
Current Number of Past Dues	1

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)	36	0	36	0	36	0
# of Safety Audits (Offsite)	16	0	16	0	16	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	52	0	52	0	52	0
# of Non-Audit Resolutions	0	0	0	0	0	0

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

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

Activity Plan for FY 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.

Currently, the MCSU has one fully certified inspector conducting new entrant safety audits and an officer that is going through the training process. The officer in-training will be working with certified auditors in DC, Virginia and New Jersey until he obtains his certification. Over the last couple of years the inventory of new entrant safety audits in DC has risen, and there are now enough to support the activities of 2 certified inspectors.

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.

MPD anticipates that 2 of its officers will be certified inspectors during FY2023. The officer in training will be supported by FMCSA in New Jersey and Virginia. The MSCU Sergeant will make sure the officers conduct the necessary new entrant safety audits to maintain the state certification. This will be measured in the quarterly and annual evaluation reports.

Part 3 - National Emphasis Areas and State Specific Objectives

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

Narrative Overview for FY 2023 - 2025

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

As the nation's capital, the District of Columbia is a common tourist destination for charter and tour buses. During the high season, which runs from early April through July, it is estimated that motor coach visits to the District exceed 1,600 per year. This increases traffic in DC and the movement of large size vehicles around the city.

Projected Goals for FY 2023 - 2025: Enter the performance goal for the three-year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2023, 2024 and 2025 must also be included.

The MCSU shall maintain present levels of inspections by conducting a minimum of 200 motor coach inspections per year. Further, the MCSU seeks to reduce Motor Coach crashes through its annual strike force campaigns in high volume tour bus areas. This can be monitored by the number of inspections that are conducted during the quarterly Motor Coach Strike Force Operations that specifically target the passenger carriers as they enter the high volume tourist areas of the city. The District has the ability to inspect large numbers of Motor coach and buses due to the fact that these modes of commercial travel and converge in the same general locations which are the tourist attractions in and around the National Mall.

Program Activities for FY 2023 - 2025: Provide additional information regarding how these activities will be implemented.

The MCSU will continue mobile CMV enforcement utilizing 7 MPD MCSU Certified Officers as well as officers assigned to the various police districts within the city to support the MCSAP program. The District will also participate in annual public education, awareness and behavioral change campaigns such as the Distracted Driver, Pedestrian Safety, and Street Smart programs. The goal is to continue to reduce motor coach crashes by 2% compared to the previous fiscal year.

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

Carrier enforcement will be monitored by continuously reviewing the measurements of effectiveness based on inspection data compiled by MCSU Officers and subsequently entered into SAFETYNET. MPD will continue to use this proven process to assess its performance for the fiscal year.

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.

Deployment of MCSAP Officers will be based on statistics from the District CMV Traffic Collision Fact Book 2018-2020. The data highlighted a greater number of CMV crashes are consistently reported between the hours of 8 AM and 6 PM, and approximately 45% of the CMV crashes resulting in injuries occurred during this period. Therefore, the District will deploy enforcement officers to perform daily enforcement and coordinate CMV crash reduction activities along these corridors to coincide with federal and local initiatives: Checkpoint Strike force; Street Smart, and Distracted Driver and Ticketing Aggressive Cars and Trucks. Regular enforcement shall continue on previously identified high collision violation corridors. Overtime enforcement will be directed to respond to the changing patterns and routes with the rapid upswing in new construction in the down town business district.

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

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

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

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

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

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

Activity #2

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

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

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

By the end of FY21, the District anticipates maintaining a green or good overall rating.

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

Currently, the District has a GOOD rating and no flags on all SSDQ measurements

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

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

Part 3 Section 4 - State Specific Objectives – Future

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.

State Objective #1

Enter the title of your State-Identified Objective.

Reduction of CMV-related crashes

Narrative Overview for FY 2023 - 2025

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

From FY18 to FY21, the District averaged approximately 900 CMV-related crashes per year. MPD will continue to use this process to assess their performance for FY23-25. MPD will continue to enforce identified high crash corridors to continue to enforce a reduction in fatal and non-fatal CMV crashes by continuous daily enforcement and outreach. MPD occasionally escorts oversize and overweight vehicles and inspections them.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

The program will continue to reduce CMV crashes annually by 5%. MPD's MCSU will continue enforcement operations using a combination of regular tour and overtime hours. The District's performance objective is to continue to reduce truck or bus related fatal crashes. The District shall focus on an interactive approach in maintaining its annual low number of CMV crashes and concentrate on identifying cause and effect leading to those crashes and thus educate the public and carriers to those safety concerns.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

Deployment of MCSAP Officers will be based on statistics from the District CMV Statistics Report 2018 - 2020. The data highlighted a greater number of CMV crashes are consistently reported between the hours of 8 AM and 6 PM, and approximately 42% of the CMV crashes resulting in injuries occurred during this period. Therefore, the District will continue to deploy enforcement officers to perform daily enforcement and coordinate CMV crash reduction activities along these corridors to coincide with federal and local initiatives: Checkpoint Strike force, Street Smart and Distracted Driver and Ticketing Aggressive Cars and Trucks. Regular enforcement shall continue on previously identified high collision/violation corridors. Overtime enforcement will be directed to respond to the changing patterns and routes with the rapid upswing in new construction in the down town business district. In addition, the MCSU will also get help from the K-9 Unit to undertake CMV inspections.

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

The program performance measure will be based on a monthly and quarterly review of crash data and statistics entered into MCMIS. The MCSU Sergeant will assess and provide input to MCSAP officers if data is omitted or not being uploaded. Additionally, the grant manager will make suggestions in case there is a need to make personnel

adjustments to cover specific corridors due to excess of crash activity in specific regions of the District. Further, MPD will continue to monitor the hours the Unit is off MCSAP duty.

State Objective #2

Enter the title of your State-Identified Objective.

CMV Safety Data Quality

Narrative Overview for FY 2023 - 2025

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

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

Projected Goals for FY 2023 - 2025:

Enter performance goal.

By the end of FY25, the District anticipates maintaining a green or good overall rating.

Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.

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

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

The Program Manager will conduct quarterly evaluations and address any problem areas identified in reference to overall performance in each of the three relevant areas related to CMV's SSDQs. In addition, program staff will make adjustments as required while keeping FMCSA abreast of ongoing efforts as aggressive changes to ensure continuous improvements in the status of the crash data. Lastly, the actual number of reports uploaded will be used as the quantitative measure. The District's primary focus going forward during the period of FY2023 – FY2025, will be uploading all crash data within the required 90-day period to achieve an overall Green rating going forward.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 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	\$1,810,687.00	\$95,299.00	\$1,905,986.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
MOE Baseline:	\$36,715.31

Part 4 Section 2 - Personnel

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

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

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):	\$285,898.00
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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
MCSAP Officer	1	85.0000	\$141,577.65	\$120,341.00	\$120,341.00	\$0.00	\$0.00
MCSAP Officer	1	85.0000	\$127,049.70	\$107,992.24	\$107,992.24	\$0.00	\$0.00
MCSAP Officer	1	85.0000	\$110,478.00	\$93,906.30	\$93,906.30	\$0.00	\$0.00
MCSAP Officer	1	85.0000	\$107,185.00	\$91,107.25	\$91,107.25	\$0.00	\$0.00
MCSAP Officer	1	75.0000	\$103,892.00	\$77,919.00	\$77,919.00	\$0.00	\$0.00
MCSAP Officer	1	75.0000	\$95,808.00	\$71,856.00	\$71,856.00	\$0.00	\$0.00
MCSAP Officer	1	75.0000	\$76,243.00	\$57,182.25	\$57,182.25	\$0.00	\$0.00
Other payroll costs/ Additional Gross Pay, longevity	1	100.0000	\$50,550.00	\$50,550.00	\$50,550.00	\$0.00	\$0.00
MCSAP MOE	1	0.0000	\$36,715.31	\$0.00	\$0.00	\$0.00	\$36,715.31
Subtotal: Salary				\$670,854.04	\$670,854.04	\$0.00	\$36,715.31
Overtime Project Costs							
MCSAP Staff overtime	1	100.0000	\$285,672.00	\$285,672.00	\$285,672.00	\$0.00	\$0.00
Subtotal: Overtime				\$285,672.00	\$285,672.00	\$0.00	\$0.00
TOTAL: Personnel				\$956,526.04	\$956,526.04	\$0.00	\$36,715.31
Accounting Method:	Cash						

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

Title	Salary	Time %
SERGEANT	\$141,577.65	85%
OFFICER	\$127,049.70	85%
OFFICER	\$110,478.00	85%
OFFICER	\$107,185.00	85%
OFFICER	\$103,892.00	75%
OFFICER	\$95,808.00	75%
OFFICER	\$76,243.00	75%

Explanation: The MCSAP Sergeant oversees most of the activities of the project. He spends 85% of his time implementing the MCSAP project, supervising staff, and conducting activities to meet the objectives of this project. Activities include: supervising daily, the operation of projects and staff, providing staff training/technical assistance, coordinating staff work schedule/assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, and tracking policy to ensure compliance.

There are 7 MPD Officers that will spend between 85% and 75% of their time in MCSAP activities. These officers conduct roadside inspections to fulfill MCSAP. The Program Manager is in charge of the coordination and communication between the grant manager, and the MCSU. Also, it is in charge of the invoicing and tracking of spending.

The line item "Other payroll costs/ Additional Gross Pay, longevity" corresponds to the officers' longevity pay in proportion to their time involved in grant related activities. Officers of more than 5 years in service qualify for longevity pay. They receive a different amount if they have 5, 15, 20, or 25 years in the department. Longevity pay is calculated based on a percentage of the salary indicated on the salary pay tables (link below). It's a flat rate based on rank and years of service. The grade pays and steps are detailed in the following document:

https://dchr.dc.gov/sites/default/files/dc/sites/dchr/page_content/attachments/union_police_fy20.pdf

For officers, overtime expenses are calculated by multiplying the officer's salary by 1.5.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

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

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Sergeant	8.3049	85.0000	\$141,577.65	\$9,994.19	\$0.00	\$9,994.19	\$0.00
MCSAP Officer	20.9163	85.0000	\$127,049.70	\$22,587.98	\$22,587.98	\$0.00	\$0.00
MCSAP Officer	14.0063	85.0000	\$110,478.00	\$13,152.79	\$0.00	\$13,152.79	\$0.00
MCSAP Officer	7.7585	85.0000	\$107,185.00	\$7,068.55	\$0.00	\$7,068.55	\$0.00
MCSAP Officer	30.8501	75.0000	\$95,808.00	\$22,167.64	\$0.00	\$22,167.64	\$0.00
MCSAP Officer	27.9203	75.0000	\$103,892.00	\$21,755.21	\$0.00	\$21,755.21	\$0.00
MCSAP Officer	38.0696	75.0000	\$76,243.00	\$21,769.05	\$608.43	\$21,160.62	\$0.00
TOTAL: Fringe Benefits				\$118,495.41	\$23,196.41	\$95,299.00	\$0.00

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

The average fringe benefit rate for all MPD officers is 18%. Each officer has a different longevity pay based on their service for 15 years or more. In addition, there is an additional increase of longevity pay after 20, 25, and 30 years. Therefore, each officer will have a different fringe rate based on their benefits and all other deductions from their salary.

The fringe rate is calculated by the fringe amount divided by their salary amount. The calculation of the aggregated fringe benefit rate includes the following and are monitored through payroll statements:

1. Group Life Insurance (approx. 0.3%)

2. Health Benefits (approx. 79%)
3. Retirement Contribution – FICA (approx. 3.7%)
4. Optical Plan (approx. 0.3%)
5. Dental Plan (approx. 1.1%)
6. Extra Health Benefits (approx. 1.0%)
7. Prepaid Legal (approx. 1.5%)
8. Medicare Contribution (approx. 9.6%)
9. DC Health Benefits (approx. 3.3%)

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 §200.475](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Planning Conference	2	3	100.0000	\$2,550.00	\$2,550.00	\$0.00	\$0.00
CARGO TANK INSPECTION CLASS	2	4	100.0000	\$3,549.00	\$3,549.00	\$0.00	\$0.00
NORTH AMERICAN STANDARD PART B	5	6	100.0000	\$8,600.00	\$8,600.00	\$0.00	\$0.00
2024 CVSA ANNUAL CONFERENCE AND EXHIBITION	2	6	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
IPMT AT SCENE TRAFFIC CRASH/ HOMICIDE INVESTIGATION	1	12	100.0000	\$3,253.00	\$3,253.00	\$0.00	\$0.00
General Hazardous Materials	1	5	100.0000	\$1,800.00	\$1,800.00	\$0.00	\$0.00
FIRST IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	2	3	100.0000	\$5,800.00	\$5,800.00	\$0.00	\$0.00
SECOND IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	1	3	100.0000	\$2,900.00	\$2,900.00	\$0.00	\$0.00
Training on Forensic Link Adapter	2	2	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Portable Brake tester Training	7	5	100.0000	\$13,475.00	\$13,475.00	\$0.00	\$0.00
TOTAL: Travel				\$49,427.00	\$49,427.00	\$0.00	\$0.00

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

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

MCSAP CONFERENCE FY2024

2 Grant Management Specialists, Hotel, airfare & per diem @ an estimated cost of \$1,250 per person

Total cost: \$2,550.00

CARGO TANK INSPECTION CLASS (Course Number:530022)

2 Officers, Travel, Hotel and per diem @ an estimated cost of \$1,253.00 per person

Total Cost: \$2,556.00

Description:

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

Objective:

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

NORTH AMERICAN STANDARD PART B

5 Officers, travel, Hotel and per diem @ an estimated cost of \$1,720.00 per person

Total Cost: \$8,600.00

Description:

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

Objective:

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

2024 CVSA ANNUAL CONFERENCE AND EXHIBITION

2 Officers, travel, Hotel and per diem @ an estimated cost of \$2,500.00 per person

Total Cost: \$5,000.00

Description: The Alliance's premier meeting, the CVSA Annual Conference and Exhibition in South Dakota, provides the opportunity for government officials, enforcement and industry to gather together to affect meaningful changes to the overall culture of transportation safety throughout Canada, Mexico and the United States.

This annual event includes roll-up-your-sleeves meetings of CVSA's membership, elected leadership, technical working committees, program committees and task forces. The benefits of the face-to-face interaction are priceless. Participants get down to business, discuss, examine, analyze and make tremendous strides in furthering CVSA's mission.

IPTM AT SCENE TRAFFIC CRASH/ HOMICIDE INVESTIGATION

1 Officer, travel, Hotel and per diem @ an estimated cost of \$3,253.00 per person

Total Cost: \$3,253.00

Objective:

This course will arm you with the necessary skills to conduct a thorough traffic crash investigation and properly document your findings for courtroom presentation. We will show you the proper procedures for measuring, scale diagramming, and photographing in order to record physical evidence and essential facts available only at the crash scene. You will learn the fundamentals of mathematics, physics and engineering as they pertain to crash investigations and the proper mathematical equations to apply for the type of crash being investigated. Finally, you will learn to analyze the information to determine what happened before, during, and after the collision.

The IPTM AT SCENE TRAFFIC CRASH/ HOMICIDE INVESTIGATION Training will be used by the Motor Carrier Safety Unit for CMVs only.

GENERAL HAZARDOUS MATERIALS (0530001)

1 Officer, travel, Hotel and per diem @ an estimated cost of \$1,800.00 per person

Total Cost: \$1,800.00

Provides instruction on the laws and the organizations responsible for the regulation of the transportation of hazardous materials (HM). This course is designed to train personnel to inspect HM shipments for compliance with Hazardous Materials Regulations, either on the roadside or at a carrier's or shipper's place of business. Participants are given opportunities to practice the job functions related to the regulation of HM.

Objective: Upon completion of this course, participants will understand the operational use of the Hazardous Materials Table (§172.01) as well as shipping paper and placarding requirements. They will also be introduced to FMCSA/CVSA Hazardous Materials Out-of-Service criteria.

FIRST IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES

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

Total Cost: \$5,800.00

This intensive course will cover the unique characteristics of commercial motor vehicles and the special dynamics at play when one is involved in a collision. Detailed information of the nomenclature and operation of commercial motor vehicles will provide you with a level of competence needed to have an adequate understanding of mechanical components, parts and pieces of the commercial motor vehicle and how they may factor into your investigation. To reinforce the concepts presented, you will conduct "hands-on" exercises and vehicle testing during the course.

Topics Include : Tractor-trailer nomenclature, · brake systems: configuration and operation, · wheels, rims and tires , steering suspensions and frames, · trailer coupling devices - fifth wheels, · driver concerns - log books, · vehicle components, · center of mass determinations , · skid mark measurements and speed analysis, jackknifing, rollover, vehicle dynamics in braking, weight shifting.

SECOND IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES

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

Total Cost: \$2,900.00

Designed to further enhance the knowledge and skills you acquired in IPTM's Commercial Vehicle Crash Investigation–Level I course, this class focuses on a detailed analysis of commercial vehicle systems and dynamics along with the application of your findings to the crash reconstruction. We will begin by analyzing the ABS air brake system on commercial motor vehicle (CMV) truck-tractors and trailers by conducting tests to determine average air brake chamber pressure. You will participate in a "hands-on" field inspection as we conduct brake tests with a CMV. We'll teach you how to construct free-body diagrams and formulate equilibrium equations to determine the range of weight distribution on the axles. We will also examine quasi-static and dynamic rollover propensities and conduct an analysis of suspension spring rates. After a review of high and low speed off-tracking, we will show you how to derive the equations for establishing maximum off-track distance. You will also learn how to interpret and analyze rotational motion that may be present in a CMV crash. Finally, we will discuss the different types of transmissions used in today's commercial motor vehicles and teach you how to obtain the range of speeds for the vehicle based upon the gear position at the time of the crash. Topics Include · Tractor-trailer ABS air brake system · Hydraulic brake systems in commercial vehicles and how fluid pressures are boosted · Quasi-static and dynamic rollover propensities and liquid loads · Axle weight analysis and load reconstruction · Off-tracking · Speed from gear ratio · Rotational mechanics · Field inspection

TRAINING ON FORENSIC LINK ADAPTER:

2 instructors, Hotel, airfare and per diem @ an estimated cost of \$1,250 per person

Total Cost: \$2,500.00

1. Technician Training on the Use of the Forensic Link Adapter (FLA)

This course will train the user to download digital information from heavy vehicle electronic control modules in a forensically sound manner. At the completion of this training, students will possess the knowledge and skills required to operate and understand the forensic soundness of digital data from heavy vehicle electronic modules. Length of training: 8 hours

2. Use of TruckCRYPT Software

This course will train the user on features of this heavy truck software. At the completion of this training, students will possess the knowledge and skills needed to upload data via the FLA and retrieve the data for analysis. Length of training: 8 hours

A certificate will be issued by Forensic Training Group and Synercon Technologies upon course completion.

PORTABLE BREAK TESTER TRAINING:

7 Officers, Hotel, airfare and per diem @ an estimated cost of \$1,925.00 per person

Total Cost: \$13,475.00

Portable performance brake testing training as required by FMCSA and CVSA to certify all officers on the proper use and function of the PBBT to include initial Officer certification provided by a current certified operator and instructor. This training will include how to properly operate the machine and record results into ASPEN as well provide officers with the required number of initial inspections supervised by a certified PBBT operator.

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
8.5 foot tall by 24 foot long aluminum bumper pull trailer	1	\$48,000.00	100	\$48,000.00	\$48,000.00	\$0.00	\$0.00
Fully equipped truck	2	\$57,000.00	100	\$114,000.00	\$114,000.00	\$0.00	\$0.00
Bus Ramps Front Section	2	\$5,300.00	100	\$10,600.00	\$10,600.00	\$0.00	\$0.00
Bus Ramps Rear Section	2	\$7,249.00	100	\$14,498.00	\$14,498.00	\$0.00	\$0.00
FLA Ultimate kit + Forensic Link Adapter	1	\$27,000.00	100	\$27,000.00	\$27,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$214,098.00	\$214,098.00	\$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.

ATC 8.5 FOOT TALL BY 24 FOOT LONG ALUMINUM BUMPER PULL TRAILER:

The trailer the MCSU uses to haul the bus ramps and required inspection equipment is 12 years old and in very bad shape. Purchasing a new, larger, trailer will cut down on maintenance costs and give us something better to use. A larger trailer will also allow us to install a mini office to complete the inspection reports and paperwork protecting us from weather and provide HVAC to keep temperatures cool or warm.

Specifications:

Rear Ramp Door and Side Door, Brakes on all Four, Deck 96 W x 24'L, Rear Door 90 W x 84 T, Side Door 33 W x 75 T, Interior Height 84 , 5200lb Torsion Axles, Tires 22575R15 Radial, 2-5/16 Coupler, Quest Limited, Aluminum Frame, Black Rubber Coin Flooring and Ramp, Screwless Aluminum Interior Walls and Ceiling, 110 Light Package -50AMP Breaker Service, Pre-wired for A/C, Aluminum Wheels, Upper and Lower Cabinets, Exterior LED Scene Lights, Premium Escape Door, 81 Between Fenders, Loading Lights, Rear Spoiler

Total Cost: \$48,000

FULLY EQUIPPED TRUCKS (2) : This truck will be used by the MCSU to perform roadside activities.

Total Cost per Vehicle: \$57,000.00

1. F 250 Lariat: \$44,000.00

Exterior Features

Bumpers, front and rear - chrome steel with front grained top cover and black lower air dam
Door Handles - body color

Halogen Fog Lamps
 Grille - Chrome Two-Bar Style with Chrome Insert
 Headlamps - Quad Dual-Beam Halogen
 Auto High-Beam Headlamps
 PowerScope® Trailer Tow Mirrors
 Tailgate - Tailgate, Power Lock
 Tie-down hooks – pickup box
 BoxLink™
 Tow hooks – (2) front, black
 Glass - rear, privacy

2. EMERGENCY LIGHTING FOR ENTIRE TRUCK : sound off corporation will install Emergency Lighting Equipment for the entire truck \$2,900

3. GRAPHICS, FUEL RING, MDC CABLES \$2,100.00

4. EQUIPMENT BOX AND COVER \$8,000

BUS RAMPS FRONT AND REAR SETS:

The Portable Aluminum Bus Service Stands are perfect for general maintenance or major servicing of commercial and school buses or any other large commercial vehicles. Load tested at 112,700 lbs each (80,000-lb design), these bus stands will accommodate just about any commercial medium- or heavy-duty vehicles for service. The bus ramps feature integrated carrying handles and break down into portable sections, each of which weigh no more than 50 lbs, making them easy to transport. The stands feature a commercial-grade belted rubber to prevent sliding during loading. Professionally tested by engineeris and used by the Ontario DOT, these are the highest-quality commercial bus stands on the market.

Total Cost p/set: Front \$5,300.00 Rear \$7,249.00

FLA ULTIMATE KIT + FORENSIC LINK ADAPTER:

Currently, the MCSU does not have any type of technology that allows them to download any computer data from a commercial motor vehicle. When there is a serious CMV crash, MPD requests support from the Maryland State Police (MSP). The MSP sends a trooper to DC usually a number of days after the crash occurrence to download the commercial motor vehicle computer data. The purchase of the FLA ULTIMATE KIT + FORENSIC LINK ADAPTER will allow the MCSU to download the CMV computer data on the spot which will enable the officers to analyze any pertinent data associated with the crash.

The FLA is a rugged field computer that communicates with heavy vehicle electronic control modules (ECMs) over the J1939 and J1708 networks and downloads information from heavy vehicle event data recorders (HVEDRs). It can be used by itself on Navistar MaxxForce, PACCAR MX, all Caterpillar, older Detroit Diesels, and Mercedes Engine Control Modules, or it can be used as a pass-through device. We recommend the DG technologies DPA5 PRO when using OEM software or DG Diagnostics software. The FLA employs patented technology to prevent a user from altering the digital records from HVEDRs. It securely downloads, preserves, and authenticates digital forensic data.

The kit includes

- Forensic Link Adapter
- TruckCRYPT 3 Year
- Smart Sensor Simulator 2

Total Cost p/kit + Adapter: \$27,000.00

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
Zebra Citation Printers	2 units	\$663.74	100.0000	\$1,327.48	\$1,327.48	\$0.00	\$0.00
Cone bars	100 unit	\$25.88	100.0000	\$2,588.00	\$2,588.00	\$0.00	\$0.00
Roll up construction type signs	6 unit	\$136.60	100.0000	\$819.60	\$819.60	\$0.00	\$0.00
High visibility Summer gear	7 unit	\$120.00	100.0000	\$840.00	\$840.00	\$0.00	\$0.00
Safety boots	14 pairs	\$230.00	100.0000	\$3,220.00	\$3,220.00	\$0.00	\$0.00
Gloves	28 pairs	\$15.00	100.0000	\$420.00	\$420.00	\$0.00	\$0.00
CVSA Brochures	2000 unit	\$0.25	100.0000	\$500.00	\$500.00	\$0.00	\$0.00
Thermal printer paper	2 packs	\$410.00	100.0000	\$820.00	\$820.00	\$0.00	\$0.00
Printer toner	2 pack	\$205.00	100.0000	\$410.00	\$410.00	\$0.00	\$0.00
File Folders	2 box	\$64.99	100.0000	\$129.98	\$129.98	\$0.00	\$0.00
Hanging file folders	4 box	\$23.49	100.0000	\$93.96	\$93.96	\$0.00	\$0.00
sharpie permanent markers	7 pack	\$24.00	100.0000	\$168.00	\$168.00	\$0.00	\$0.00
Out of service stickers	1 pack	\$1,250.00	100.0000	\$1,250.00	\$1,250.00	\$0.00	\$0.00
Vehicle Printers	2 units	\$492.32	100.0000	\$984.64	\$984.64	\$0.00	\$0.00
Office furniture	8 sets	\$600.00	100.0000	\$4,800.00	\$4,800.00	\$0.00	\$0.00
Printing Paper	5 box	\$66.49	100.0000	\$332.45	\$332.45	\$0.00	\$0.00
TOTAL: Supplies				\$18,704.11	\$18,704.11	\$0.00	\$0.00

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

PRINTER TONER:

item is used to keep the Supervisor and auditor's printer operational.

Total Cost p/pack: \$205.00

THERMAL PRINTER PAPER:

Item is used to print off roadside inspection reports for CMV drivers showing the findings of roadside inspection as well as any violations.

Total Cost p/pack: \$410.00

CVSA PRINTED OUTREACH MATERIAL FOR SAFETY CAMPAIGNS:

Used to inform CMV operators and operators of other vehicles about safe CMV and motor coach operations.

Total Cost p/unit: \$0.25

GLOVES:

These will be used by the inspectors while conducting roadside activities.

Total Cost p/pair: \$15.00

SAFETY BOOTS:

these will be used by the inspectors while conducting roadside activities.

Total Cost p/pair: \$230.00

HIGH VISIBILITY GEAR (SUMMER):

These will be summer uniforms used by the inspectors while conducting roadside activities.

Total Cost p/unit: \$120.00

ROLL UP CONSTRUCTION TYPE SIGNS:

These are customized to provide a level of safety for inspectors setting up roadside operations.

Total Cost p/unit: \$136.60

CONE BARS:

Expendable orange and white cone bar with 6' to 10' reach. Cone bars are used to provide visual cues to drivers of CMV's and others using the roadway when inspectors are setting up roadside inspection areas in highly dense urban areas.

Total Cost p/unit: \$25.88

VEHICLE PRINTERS:

Used to print roadside inspection report to give to the CMV operator documenting any violations and required repairs before the CMV may be brought back into service.

Total Cost p/unit: \$492.32

ZEBRA CITATION PRINTERS :

Zebra ZQ511 thermal printer with battery is used to assist inspector in printing reports and citations as a result of violations found during roadside inspections. Each of the Motor Carrier Safety Unit officers are assigned a Zebra printer that is used 100% of the time under MCSAP as officers are required to issue Notice of Infractions for certain CMV violations.

Total Cost p/unit: \$663.74

PRINTING PAPER:

Item used to print reports and other documents.

Total Cost p/box: \$66.49

FILE FOLDERS:

Item used to organize reports and other documents.

Total Cost p/box: \$64.99

HANGING FILE FOLDERS:

Item used to organize reports and other documents.

Total Cost p/box: \$23.49

SHARPIE PERMANENT MARKERS:

Used by the officers to write on the inspection stickers.

Total Cost p/box: \$24.00

OUT OF SERVICE STICKERS:

Used during the CMV inspections. These are printed by a local shop by case of 2000 units

Total Cost p/pack: \$1250.00

OFFICE FURNITURE:

New office furniture is needed for the MCSU unit office. Thus, 7 desk + chair sets are needed plus 1 for the auditors, which are located in a separate area.

Total Cost p/set: \$600.00

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
TBD	UEI	Contract	100.0000	\$360,000.00	\$360,000.00	\$0.00	\$0.00
Description of Services: MCSAP Grant Manager							
TBD	UEI	Contract	100.0000	\$75,000.00	\$75,000.00	\$0.00	\$0.00
Description of Services: Marketing Contractor for the design of marketing campaigns							
TOTAL: Contractual and Subaward				\$435,000.00	\$435,000.00	\$0.00	\$0.00

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

MCSAP GRANT MANAGEMENT:

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

overall requirements of this grant. The following is a summary of the tasks to be undertaken by the contractor.

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

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

Specific Requirements:

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

Total cost for Grant management services per year: \$360,000.00

MARKETING SERVICES:

MPD will hire a marketing company to design and print material to train patrol officers in the basics of CMV's, such as how to identify a CMV, importance of proper documentation when called to a crash scene that involves a CMV and proper CMV laws. These documents are not available through FMCSA. In addition, a safety campaign will be created to engage the public. This campaign will entail the creation of advertisement on buses around the city.

Total Cost for marketing services: \$75,000.00

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

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Communication/ air cards, mobile phones	1 cost/officer	\$8,935.44	100.0000	\$8,935.44	\$8,935.44	\$0.00	\$0.00
Fuel costs	1 cost of fuel/vehicle	\$55,000.00	100.0000	\$55,000.00	\$55,000.00	\$0.00	\$0.00
CVSA membership fee	1 memberships	\$7,800.00	100.0000	\$7,800.00	\$7,800.00	\$0.00	\$0.00
Installation Services of ELSAG Licence Plata Readers	7 Service per unit	\$6,000.00	100.0000	\$42,000.00	\$42,000.00	\$0.00	\$0.00
TOTAL: Other Costs				\$113,735.44	\$113,735.44	\$0.00	\$0.00

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

COMMUNICATIONS

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

$$7 \times \$1,276.49 = \$8,935.44$$

Total Cost :\$8,935.44

FUEL COSTS

Fuel will be needed for the operation of the 7 trucks that are used under the grant. Each truck is estimated to need \$654.76 in fuel costs per month.

$$\$654.76 \times 7 \times 12 = \$55,000.00$$

Total Cost: \$55,000.00

CVSA MEMBERSHIPS

All 7 officers will need a CVSA membership to conduct their duties

Total Cost: \$7,800.00

INSTALLATION SERVICES POR ELSAG LICENSE PLATE READERS:

The Leonardo ELSAG Mobile Automated License Plate Reader ELSAG Mobile Plate Hunter® units purchased with the FY2022 funding increase, require to be professionally installed. The cost of installation is per unit.

Total Cost p/unit: \$6,000.00

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,810,687.00	\$95,299.00	\$1,905,986.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
MOE Baseline:	\$36,715.31

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Officer	\$120,341.00	\$0.00	\$120,341.00	\$0.00
MCSAP Officer	\$107,992.24	\$0.00	\$107,992.24	\$0.00
MCSAP Officer	\$93,906.30	\$0.00	\$93,906.30	\$0.00
MCSAP Officer	\$91,107.25	\$0.00	\$91,107.25	\$0.00
MCSAP Officer	\$77,919.00	\$0.00	\$77,919.00	\$0.00
MCSAP Officer	\$71,856.00	\$0.00	\$71,856.00	\$0.00
MCSAP Officer	\$57,182.25	\$0.00	\$57,182.25	\$0.00
Other payroll costs/ Additional Gross Pay, longevity	\$50,550.00	\$0.00	\$50,550.00	\$0.00
MCSAP MOE	\$0.00	\$0.00	\$0.00	\$36,715.31
Salary Subtotal	\$670,854.04	\$0.00	\$670,854.04	\$36,715.31
MCSAP Staff overtime	\$285,672.00	\$0.00	\$285,672.00	\$0.00
Overtime subtotal	\$285,672.00	\$0.00	\$285,672.00	\$0.00
Personnel total	\$956,526.04	\$0.00	\$956,526.04	\$36,715.31

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Sergeant	\$0.00	\$9,994.19	\$9,994.19	\$0.00
MCSAP Officer	\$22,587.98	\$0.00	\$22,587.98	\$0.00
MCSAP Officer	\$0.00	\$13,152.79	\$13,152.79	\$0.00
MCSAP Officer	\$0.00	\$7,068.55	\$7,068.55	\$0.00
MCSAP Officer	\$0.00	\$22,167.64	\$22,167.64	\$0.00
MCSAP Officer	\$0.00	\$21,755.21	\$21,755.21	\$0.00
MCSAP Officer	\$608.43	\$21,160.62	\$21,769.05	\$0.00
Fringe Benefits total	\$23,196.41	\$95,299.00	\$118,495.41	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Planning Conference	\$2,550.00	\$0.00	\$2,550.00	\$0.00
CARGO TANK INSPECTION CLASS	\$3,549.00	\$0.00	\$3,549.00	\$0.00
NORTH AMERICAN STANDARD PART B	\$8,600.00	\$0.00	\$8,600.00	\$0.00
2024 CVSA ANNUAL CONFERENCE AND EXHIBITION	\$5,000.00	\$0.00	\$5,000.00	\$0.00
IPTM AT SCENE TRAFFIC CRASH/ HOMICIDE INVESTIGATION	\$3,253.00	\$0.00	\$3,253.00	\$0.00
General Hazardous Materials	\$1,800.00	\$0.00	\$1,800.00	\$0.00
FIRST IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	\$5,800.00	\$0.00	\$5,800.00	\$0.00
SECOND IN COMMERCIAL VEHICLE CRASH INVESTIGATION SERIES	\$2,900.00	\$0.00	\$2,900.00	\$0.00
Training on Forensic Link Adapter	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Portable Brake tester Training	\$13,475.00	\$0.00	\$13,475.00	\$0.00
Travel total	\$49,427.00	\$0.00	\$49,427.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
8.5 foot tall by 24 foot long aluminum bumper pull trailer	\$48,000.00	\$0.00	\$48,000.00	\$0.00
Fully equipped truck	\$114,000.00	\$0.00	\$114,000.00	\$0.00
Bus Ramps Front Section	\$10,600.00	\$0.00	\$10,600.00	\$0.00
Bus Ramps Rear Section	\$14,498.00	\$0.00	\$14,498.00	\$0.00
FLA Ultimate kit + Forensic Link Adapter	\$27,000.00	\$0.00	\$27,000.00	\$0.00
Equipment total	\$214,098.00	\$0.00	\$214,098.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Zebra Citation Printers	\$1,327.48	\$0.00	\$1,327.48	\$0.00
Cone bars	\$2,588.00	\$0.00	\$2,588.00	\$0.00
Roll up construction type signs	\$819.60	\$0.00	\$819.60	\$0.00
High visibility Summer gear	\$840.00	\$0.00	\$840.00	\$0.00
Safety boots	\$3,220.00	\$0.00	\$3,220.00	\$0.00
Gloves	\$420.00	\$0.00	\$420.00	\$0.00
CVSA Brochures	\$500.00	\$0.00	\$500.00	\$0.00
Thermal printer paper	\$820.00	\$0.00	\$820.00	\$0.00
Printer toner	\$410.00	\$0.00	\$410.00	\$0.00
File Folders	\$129.98	\$0.00	\$129.98	\$0.00
Hanging file folders	\$93.96	\$0.00	\$93.96	\$0.00
sharpie permanent markers	\$168.00	\$0.00	\$168.00	\$0.00
Out of service stickers	\$1,250.00	\$0.00	\$1,250.00	\$0.00
Vehicle Printers	\$984.64	\$0.00	\$984.64	\$0.00
Office furniture	\$4,800.00	\$0.00	\$4,800.00	\$0.00
Printing Paper	\$332.45	\$0.00	\$332.45	\$0.00
Supplies total	\$18,704.11	\$0.00	\$18,704.11	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
TBD	\$360,000.00	\$0.00	\$360,000.00	\$0.00
TBD	\$75,000.00	\$0.00	\$75,000.00	\$0.00
Contractual and Subaward total	\$435,000.00	\$0.00	\$435,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communication/ air cards, mobile phones	\$8,935.44	\$0.00	\$8,935.44	\$0.00
Fuel costs	\$55,000.00	\$0.00	\$55,000.00	\$0.00
CVSA membership fee	\$7,800.00	\$0.00	\$7,800.00	\$0.00
Installation Services of ELSAG Licence Plata Readers	\$42,000.00	\$0.00	\$42,000.00	\$0.00
Other Costs total	\$113,735.44	\$0.00	\$113,735.44	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,810,687.00	\$95,299.00	\$1,905,986.00	\$36,715.31
Total Costs Budgeted	\$1,810,687.00	\$95,299.00	\$1,905,986.00	\$36,715.31

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$1,810,687.00	\$95,299.00	\$1,905,986.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$285,898.00
MOE Baseline:	\$36,715.31

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$670,854.04	\$0.00	\$670,854.04	\$36,715.31
Overtime Subtotal	\$285,672.00	\$0.00	\$285,672.00	\$0.00
Personnel Total	\$956,526.04	\$0.00	\$956,526.04	\$36,715.31
Fringe Benefits Total	\$23,196.41	\$95,299.00	\$118,495.41	\$0.00
Travel Total	\$49,427.00	\$0.00	\$49,427.00	\$0.00
Equipment Total	\$214,098.00	\$0.00	\$214,098.00	\$0.00
Supplies Total	\$18,704.11	\$0.00	\$18,704.11	\$0.00
Contractual and Subaward Total	\$435,000.00	\$0.00	\$435,000.00	\$0.00
Other Costs Total	\$113,735.44	\$0.00	\$113,735.44	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,810,687.00	\$95,299.00	\$1,905,986.00	\$36,715.31
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$1,810,687.00	\$95,299.00	\$1,905,986.00	\$36,715.31

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Chief Robert J. ConteeIII
2. What is this person's title? Chief of Police
3. Who is your Governor's highway safety representative? Karen Boodlal
4. What is this person's title? Chief Transportation Safety Branch

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

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

State Certification declaration:

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

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

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

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

1. What is the name of your certifying State official? Chief Robert J. ConteeIII
2. What is the title of your certifying State official? Chief of Police
3. What are the phone # and email address of your State official? 202-727-2730 / robert.contee@dc.gov

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

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

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

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

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No



GOVERNMENT OF THE DISTRICT OF COLUMBIA
METROPOLITAN POLICE DEPARTMENT

Bernard McWay
State Program Specialist
District of Columbia
US Virgin Islands
Federal Motor Carrier Safety Administration
1200 New Jersey Ave.
Washington DC 20590

RE: Fringe Benefits

Dear Mr., McWay:

The average fringe benefit rate for all MPD officers is 18%. Each officer has a different longevity pay based on their service for 15 years or more. In addition, there is an additional increase of longevity pay after 20, 25, and 30 years. Therefore, each officer will have a different fringe rate based on their benefits and all other deductions from their salary.

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

Respectfully,

Marvin L. Johnson
Program Manager, Grants
441 4th Street, NW
Suite 1100.06 – South
Washington, DC 20001

District of Columbia Government Salary Schedule: Police Service (Union)



Fiscal Year: 2020

Effective Date: October 13, 2019

Union/Nonunion: Union

Affected CBU/Service Code(s): KAA D01, KAA D11

Pay Plan: Police Service

Peoplesoft Schedule: PS0001

% Increase: 3.5%

Resolution Number: PR22-1048

Date of Resolution: November 16, 2018

		Steps									
Grade		1	2	3	4	5	6	7	8	9	
Class 01- Officer	Base Annual Salary October 14, 2018	\$ 58,163	\$ 61,071	\$ 64,123	\$ 67,328	\$ 70,696	\$ 74,216	\$ 77,942	\$ 81,839	\$ 85,929	
	Base Pay with 3.5% Increase as of October 13, 2019 = Base Pay #1	\$ 60,199	\$ 63,208	\$ 66,367	\$ 69,684	\$ 73,170	\$ 76,814	\$ 80,670	\$ 84,703	\$ 88,937	
	Retention Allowance less than 20 yrs:Pay #1 + 4.2% = Pay #2	\$ 62,727	\$ 65,863	\$ 69,155	\$ 72,611	\$ 76,244	\$ 80,040	\$ 84,058	\$ 88,261	\$ 92,672	
	Service Longevity Payment- 15 YOS @ 5% of Step 1 Pay #2= Pay #3	\$ 65,863	\$ 69,000	\$ 72,291	\$ 75,748	\$ 79,380	\$ 83,176	\$ 87,194	\$ 91,397	\$ 95,808	
	Base Retention Differential- 20 or more YOS: Pay #2 + 5%= Pay #4	\$ 65,863	\$ 69,156	\$ 72,612	\$ 76,242	\$ 80,056	\$ 84,042	\$ 88,261	\$ 92,674	\$ 97,305	
	Service Longevity Payment- 20 YOS @ 10% of Step 1 Pay #4= Pay #5	\$ 72,450	\$ 75,743	\$ 79,199	\$ 82,828	\$ 86,642	\$ 90,628	\$ 94,847	\$ 99,260	\$ 103,892	
	Service Longevity Payment- 25 YOS @ 15% of Step 1 Pay #4= Pay #6	\$ 75,743	\$ 79,036	\$ 82,492	\$ 86,121	\$ 89,935	\$ 93,921	\$ 98,141	\$ 102,553	\$ 107,185	
	Service Longevity Payment- 30 YOS @ 20% of Step 1 Pay #4= Pay #7	\$ 79,036	\$ 82,329	\$ 85,785	\$ 89,414	\$ 93,228	\$ 97,214	\$ 101,434	\$ 105,847	\$ 110,478	
Class 03 Detective	Base Annual Salary October 14, 2018	\$ 72,703	\$ 76,339	\$ 80,156	\$ 84,165	\$ 88,375	\$ 92,793	\$ 97,434			
	Base Pay with 3.5% Increase as of October 13, 2019 = Base Pay #1	\$ 75,248	\$ 79,011	\$ 82,961	\$ 87,111	\$ 91,468	\$ 96,041	\$ 100,844			
	Retention Allowance less than 20 yrs:Pay #1 + 4.2% = Pay #2	\$ 78,408	\$ 82,329	\$ 86,446	\$ 90,769	\$ 95,310	\$ 100,074	\$ 105,080			
	Service Longevity Payment- 15 YOS @ 5% of Step 1 Pay #2= Pay #3	\$ 82,328	\$ 86,250	\$ 90,366	\$ 94,690	\$ 99,230	\$ 103,995	\$ 109,000			
	Base Retention Differential- 20 or more YOS: Pay #2 + 5%= Pay #4	\$ 82,328	\$ 86,446	\$ 90,768	\$ 95,308	\$ 100,075	\$ 105,078	\$ 110,334			
	Service Longevity Payment- 20 YOS @ 10% of Step 1 Pay #4= Pay #5	\$ 90,561	\$ 94,679	\$ 99,001	\$ 103,541	\$ 108,308	\$ 113,311	\$ 118,566			
	Service Longevity Payment- 25 YOS @ 15% of Step 1 Pay #4= Pay #6	\$ 94,678	\$ 98,795	\$ 102,716	\$ 107,657	\$ 112,425	\$ 117,427	\$ 122,683			
	Service Longevity Payment- 30 YOS @ 20% of Step 1 Pay #4= Pay #7	\$ 98,794	\$ 102,911	\$ 107,234	\$ 111,774	\$ 116,541	\$ 121,544	\$ 126,799			
Class 04- Sergeant	Base Annual Salary October 14, 2018	\$ 78,993	\$ 82,942	\$ 87,094	\$ 91,447	\$ 96,017	\$ 100,818				
	Base Pay with 3.5% Increase as of October 13, 2019 = Base Pay #1	\$ 81,758	\$ 85,845	\$ 90,142	\$ 94,648	\$ 99,378	\$ 104,347				
	Retention Allowance less than 20 yrs:Pay #1 + 4.2% = Pay #2	\$ 85,192	\$ 89,450	\$ 93,928	\$ 98,623	\$ 103,551	\$ 108,729				
	Service Longevity Payment- 15 YOS @ 5% of Step 1 Pay #2= Pay #3	\$ 89,451	\$ 93,710	\$ 98,188	\$ 102,882	\$ 107,811	\$ 112,989				
	Base Retention Differential- 20 or more YOS: Pay #2 + 5%= Pay #4	\$ 89,451	\$ 93,923	\$ 98,625	\$ 103,554	\$ 108,729	\$ 114,166				
	Service Longevity Payment- 20 YOS @ 10% of Step 1 Pay #4= Pay #5	\$ 98,396	\$ 102,868	\$ 107,570	\$ 112,499	\$ 117,674	\$ 123,111				
	Service Longevity Payment- 25 YOS @ 15% of Step 1 Pay #4= Pay #6	\$ 102,869	\$ 107,341	\$ 112,042	\$ 116,972	\$ 122,147	\$ 127,583				
	Service Longevity Payment- 30 YOS @ 20% of Step 1 Pay #4= Pay #7	\$ 107,341	\$ 111,813	\$ 116,515	\$ 121,444	\$ 126,619	\$ 132,056				