



## **RHODE ISLAND**

### ***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2023 - 2025  
Annual Update FY 2024**

**Date of Acceptance: August 12, 2024**

## **ACCEPTED CVSP**



**U.S. Department of Transportation  
Federal Motor Carrier Safety Administration**

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2024:

**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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

**Personally Identifiable Information - PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

**Part 1 Section 2 - Mission/Goal Statement**

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

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

**Instructions:**

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

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

The Rhode Island State Police is a full service, statewide law enforcement agency whose mission is to fulfill the law enforcement needs of the people with the highest degree of fairness, professionalism and integrity, and protect the inherent rights of the people to live their lives in freedom and safety. To this end, Division employees shall perform their respective patrol, investigative and support functions to the best of their ability and cooperate with other State Agencies, as well as with local and Federal authorities. The Rhode Island State Police Commercial Enforcement Unit (CEU) continues to serve as the lead agency of the MCSAP program in the state of Rhode Island. The CEU is comprised of full-time and auxiliary staff working with non-funded participating partners from local enforcement agencies. The CEU is committed to a commercial vehicle safety program that nests with the Federal Motor Carrier Safety Administration's goals to use innovative and traditional enforcement to address the causes for crashes; embrace the implementation of CSA; the continual improvement of data collection and quality; and passenger carrier enforcement. Our primary mission is to support national and state goals of reducing fatalities and injuries that are the result of crashes involving large trucks and buses. Rhode Island has held an average rate of truck related fatalities at .048 per one hundred million (VMT) for the past six year periods. Rhode Island's goal is to continuously work to improve this rate and hopes further reductions in the future.

Data Source: <http://ai.fmcsa.dot.gov/CrashStatistics/TruckBusFatalityRate.aspx>

### Part 1 Section 3 - MCSAP Structure Explanation

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

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The Rhode Island State Police Commercial Enforcement Unit (CEU) is the MCSAP lead agency for the State of Rhode Island. Performing in this role since its inception, for over 30 years, the CEU has adapted effectively to the many challenges associated ensuring that Rhode Island remains a major contributor in improving the safety of the Nation's transportation system. The Rhode Island State Police and the CEU enjoys this success as the result of a strong partnership with the Federal Motor Carrier Safety Administration and other state and local agencies that are stakeholders in highway safety. We remain firmly committed to our highway safety goals and continuing our very successful program that has been validated year after year in our ability to meet established goals in an ever-changing transportation environment. The State of Rhode Island has not adopted the applicable sections of 49 CFR part 385 or 386 but has other existing applicable authority to place a vehicle OOS roadside. Our FY2022 Commercial Vehicle Safety Plan (CVSP) reflects a thorough effort that ensures the effective use of limited resources. We have leveraged the latest technologies in data collection to help focus our resources to yield the most effective and efficient impact on highway safety. Additionally, we are always seeking new and innovative ways to conduct operations to serve as a force multiplier in our continued progress in reducing the truck related crash and fatality rates.

The CEU consists of one (1) Lieutenant serving as MCSAP Coordinator and Administrator. One (1) Sergeant serving assistant to the MCSAP Coordinator and Supervisor. One (1) Corporal dedicated to conducting New Entrant Safety Audits and also oversees the RISP Weight Enforcement Program. One (1) member dedicated to conducting Compliance Reviews/Safety Investigations. Three (3) full-time roadside inspectors. Of these three (3) full-time roadside inspectors, at times one (1) inspector is assigned to the RISP Weight Enforcement Program. When this inspector is conducting weight enforcement activities his salary is billed to the State of Rhode Island. The seven (7) full-time members have been fully certified as a NASTI Level I inspectors. Six (6) members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. In addition, **the CEU has six (9) part-time members**, who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. **Also, one (1) full-time and two (1) part-time members have been trained to conduct New Entrant Safety Audits and assist when needed. There are currently eighteen (18) certified inspectors from local agencies who conduct inspections on a part time basis.** Local agencies with certified MCSAP inspectors do not receive state or federal funding. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

Due to manpower shortages both NCOs have been required to accept additional administrative office duties, thus reducing their contributions to inspection activities. Additionally, the CEU is responsible for managing the Division's Tow Policy, this includes: oversight of tow vendors, review of companies and drivers, disciplinary actions and facility inspections (these duties are not funded through the MCSAP program).

Activities of the Commercial Enforcement Unit are focused on the reduction of Commercial Motor Vehicle Crashes throughout the State. The State of Rhode Island is committed in its partnership with the FMCSA to continuously reduce commercial motor vehicle crashes.

Although the primary focus of the CEU is the improvement of Commercial Motor Vehicle Safety, other duties are required of its members. Two (2) troopers currently hold positions with other, part-time units: Swat Team, K-9 Unit, Drone Unit and the Community, Equity and Diversity Unit. Several unit members are also called upon to instruct during in-service and academy training throughout the year. In addition to these part-time units, Troopers are routinely required to fill barracks vacancies due to department-wide shortages (these duties are not funded through the MCSAP program).

## Part 1 Section 4 - MCSAP Structure

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

### 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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	RHODE ISLAND STATE POLICE
Enter total number of personnel participating in MCSAP activities	16
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	16
Traffic Enforcement Activities	16
Investigations*	2
Public Education and Awareness	7
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
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:	7
Total # of MCSAP Participating Personnel:	18



## 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.*

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – *States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

*It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.*

- **Activity Dashboard** – *This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

*Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).*

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*
- *States can also use internal State data sources.*

*It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.*

## Part 2 Section 2 - CMV Crash Reduction

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

### 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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
  - In the **Actual Outcome column**, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

**ALL CMV CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	09/30/2021	3	2	3
10/01/2019	09/30/2020	7	2	7
10/01/2018	09/30/2019	3	2	3
10/01/2017	09/30/2018	2	2	2
10/01/2016	09/30/2017	8	2	8

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
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	1	0	1
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 # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2020	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	1	0	1
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.**

FMCSA Motor Carrier Management Information System (MCMIS) and (A&I) data snapshot as of 05/27/2022, including crash records through 01/31/2022.

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

The State of Rhode Island will continue its efforts to reduce commercial motor vehicle related crashes in FFY 2023-2025. Rhode Island will make every effort to adhere to this plan in an attempt to continue to improve the state's crash rate. While in pursuit of a total crash rate reduction, our concurrent, and more important goal, will be to further reduce CMV related fatalities.

**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.**

A comparison of federal fiscal years 2017 and 2021 reveals a decrease in the total number of commercial motor vehicle fatal crashes respectively.

Analysis of data collected indicates that the State of Rhode Island possesses a crash corridor located on a portion of Interstate routes 95 and 195. As with previous years, Rhode Island's crash corridor is the one identifiable location within the State that can be addressed as a specific problem area. In 2021, the crash corridor accounted for approximately 35% of all CMV crashes, statewide.

As with any study, a relatively small sample size hampers the ability of examiners to identify causal trends that would assist in the development of specific enforcement strategies to reduce fatal CMV crashes.

Crash reduction and the resulting reduction of fatalities is the primary goal of the FMCSA and its participating partners. In an effort to reduce CMV related crashes, a variety of strategies will be employed throughout the year. Although there are different sections of this plan, the approach to crash reduction will include roadside inspections with a greater concentration on traffic enforcement activities to include the implementation of saturation traffic enforcement details, compliance reviews, and education and awareness. This will include a strategy to address a specific, identifiable area along the interstate highway system. The reviewers of this plan will note similarities between this and other sections that will attempt to make the most efficient use of the limited resources available.

**Enter the data source and capture date:**

FMCSA Motor Carrier Management Information System (MCMIS) and (A&I) data snapshot as of 05/27/2023, including crash records through 01/31/2023.

**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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2023	1
2024	1
2025	1

Crash reduction will continue to be one of the primary components of Rhode Island's safety plan each year. For FFY2022 Rhode Island experienced a decrease in the number of CMV fatal crashes from 7 to 3 when comparing FFY2021 to FY2022. The crash reduction goal for FFY 2023 - 2025 is a 3% reduction in total CMV crashes statewide, using FFY 2021 as a baseline.

***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.***

Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has three (3) full-time roadside inspectors. 1 full-time inspector is on a rotating schedule to conduct daily size and weight activities. These size and weight activities are not billed to the MCSAP Grant. The remainder of the unit is dedicated to either administrative or investigative work. Additional part-time inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor(Route 95 north and south in the cities of Warwick, Cranston and Providence) will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed. Also CEU troopers will make an effort to conduct traffic enforcement activities in work zone areas in order to help reduce the number of crashes in work zone areas. Currently there are two work zones on Route 95 north and south in the city of Cranston where RISP CEU troopers regularly conduct traffic enforcement. In addition beginning in June of 2022 Rhode Island CEU troopers have implemented saturation traffic enforcement details that not only focus on commercial motor vehicles operating in a dangerous manner but also passenger vehicles operating in a dangerous manner in the vicinity of commercial motor vehicles as well. These saturation details are usually run during off peak hours normally beginning in the late afternoon and running into the evening. As of today 6/29/2023 the RISP CEU has conducted twelve (12) planned saturation traffic enforcement details that have run from 4:00 PM to 10:00 PM and has resulted in the following activity: 503 inspections, 29 Out of Service Vehicles, 37 Out of Service Drivers, 191 Vehicle Violations, 407 Driver Violations, 171 Citations for Lane Restrictions, 31 Citations for CMV Speeding, 42 Citations for Passenger Vehicle Speeding, 57 Citations for the Rhode Island Move Over Law and 12 Citations for Cell Phone Use While Driving.

***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.***

Measurement will be achieved by a comparison of total crashes at the end of each measurement period. Quarterly reports will reflect a measurement of crashes and inspections produced to track program effectiveness.

Traffic enforcement activity levels will be monitored on a monthly basis. Hourly commitments will be reported to the MCSAP Coordinator on a quarterly basis. Measurement will also include number of inspections produced, number and type of violations discovered as well as Out of Service totals. The program activity measure will be the attainment of the goal reduction of 3% fewer crashes statewide.

To evaluate the effectiveness of activity as it relates to the total number of crashes within the crash corridor will require monitoring on a regular basis. Activities will be reported and assessed on a quarterly and annual schedule. Information collected will be compared to the same time period from the previous year. Effectiveness will be measured through the attainment of the goal set within the performance objective.

**Part 2 Section 3 - Roadside Inspections**

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

*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	1522	1542	1250	1401	2206
Level 2: Walk-Around	656	630	556	388	498
Level 3: Driver-Only	1625	1095	1183	946	1588
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	200	58	54	22	6
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>4003</b>	<b>3325</b>	<b>3043</b>	<b>2757</b>	<b>4298</b>

**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.**

The Rhode Island State Police Commercial Vehicle Enforcement Unit uses Aspen and Inspect as roadside inspection applications.

**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.**

**This section of 2023-2025 eCVSP was adjusted to reflect the personnel structure changes that occurred in the RI State Police Commercial Enforcement since the 2023 eCVSP was submitted. The changes are highlighted in bold.**

The CEU consists of one (1) Lieutenant serving as the MCSAP Coordinator and Administrator. One (1) Sergeant serving as assistant to the MCSAP Coordinator and Supervisor. One (1) Corporal dedicated to New Entrant Safety Audits and also oversees the RISP Weight Enforcement Program. One (1) member is dedicated to conducting Compliance Reviews/Safety Investigations., Three (3) full-time roadside inspectors. Of these three (3) full-time road inspectors, one (1) at times is assigned to the RISP Weight Enforcement Program. When this inspector is conducting weight enforcement activities his salary is billed to the State of Rhode Island. The seven (7) full-time members have been fully certified as a NASTI Level I inspectors. Six (6) members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. In addition, the CEU has seven (9) part-time members, who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also, one (1) full-time and one (1) part-time members have been trained to conduct New Entrant Audits and assist when needed. There are currently eighteen (18) certified inspectors from



local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding to assist with their programs and therefore are not included in any MOE calculations. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

The RISP CEU plans to increase the percentage of DACH drivers identified at roadside inspections by 15% by conducting more roadside inspections and checking all drivers in CDLIS to identify drivers that are DACH prohibited drivers. As of this date 10/12/2023 RISP has identified 21 drivers that were DACH prohibited drivers by checking them in CDLIS. This is a significant increase in the number of DACH prohibited drivers identified when compared to the prior year and RISP CEU anticipates that more DACH prohibited drivers will be identified as the year progresses and more roadside inspections are conducted.

The RISP CEU has always been committed to identify motor carriers and drivers that are involved in human trafficking and smuggling illicit drugs. RISP CEU participated in CVSA's Human Trafficking Awareness Initiative from 1/11/2022 thru 1/13/2022 where 42 roadside inspections were conducted, 42 wallet cards were passed out to drivers and 22 window decals were issued. RISP CEU also participated in CVSA's Operation Safe Driver Week from 7/11/2022 thru 7/16/2022 where 109 roadside inspections were conducted and at each inspection troopers checked for signs of human trafficking and smuggling illicit drugs. On a daily basis RISP CEU troopers when conducting roadside inspections and traffic enforcement inspections are looking for signs of human trafficking and drug smuggling. In March of 2022 all RISP CEU attended a virtual training hosted by the Truckers Against Trafficking group and in December of 2021 2 RISP CEU troopers attended a 3 day DIAP drug interdiction school. As of this date 10/5/2022 RISP CEU troopers have arrested 3 drivers for possession of illicit drugs and placed these drivers Out of Service.

## 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 2024, 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:** RHODE ISLAND STATE POLICE

**Enter the total number of certified personnel in the Lead agency:** 14

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1600	70	25	1695	54.31%
Level 2: Walk-Around	500	20	6	526	16.85%
Level 3: Driver-Only	850	15	5	870	27.88%
Level 4: Special Inspections		0	0	0	0.00%
Level 5: Vehicle-Only	18	2	10	30	0.96%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>2968</b>	<b>107</b>	<b>46</b>	<b>3121</b>	

**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 2024 - 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	%
<b>Sub-Total Subrecipients</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	7
Enter the total number of non-funded certified officers:	18
Enter the total number of inspections projected for FY 2024:	544

**Summary**

## Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
<b>MCSAP Lead Agency: RHODE ISLAND STATE POLICE</b>					
<b># certified personnel: 14</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 7</b>					
<b># certified personnel: 18</b>					
<b># projected inspections: 544</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1600	70	25	1695	54.31%
Level 2: Walk-Around	500	20	6	526	16.85%
Level 3: Driver-Only	850	15	5	870	27.88%
Level 4: Special Inspections		0	0	0	0.00%
Level 5: Vehicle-Only	18	2	10	30	0.96%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>2968</b>	<b>107</b>	<b>46</b>	<b>3121</b>	

**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.

Unfortunately the RISP CEU was unable to meet the Level 3 Driver-Only threshold of 33%. This is a direct result of the RISP CEU staffing being reduced from 9 inspectors to 7 in the past year. This decrease in staffing caused a reduction in the number of Level 3 inspections. The RISP CEU has already made changes to address this issue by implementing Saturation Traffic Enforcement Details which will dramatically increase the number of Level 3 inspections conducted. As of this date 10/5/2022 the RISP CEU has conducted 4 Saturation Traffic Enforcement Details which resulted in 103 additional inspections along with the CEU's regularly scheduled traffic enforcement activities.

**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	2500	0	495	2995
Enter total number of certified personnel	13	0	15	28
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	2525	0	495	3020
Enter total number of certified personnel	13	0	15	28

**Part 2 Section 4 - Investigations**

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

**Trend Analysis for 2017 - 2021**

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	5	4	2	6	5
CSA On-Site Comprehensive	2	2	2	2	3
<b>Total Investigations</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>8</b>
Total Security Contact Reviews					
Total Terminal Investigations	2	1			1

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
<b>Total Investigations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Security Contact Reviews					
Total Terminal Investigations					

**Narrative Overview for FY 2023 - 2025****Instructions:**

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

**Projected Goals for FY 2023 - 2025**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	1	0	1	0	1	0
CSA On-Site Focused/Focused CR	4	0	4	0	4	0
CSA On-Site Comprehensive	2	0	2	0	2	0
<b>Total Investigations</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	6	0	6	0	6	0

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

RISP CEU has been in discussions with the FMCSA RI Division Administrator and RISP CEU plans on conducting more Compliance Reviews/Investigations in the upcoming year. RISP CEU is planning on sending an additional trooper to the Compliance Review Course this fall to help with completing more investigations.

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

The State of Rhode Island dedicates one (1) CEU Trooper/Safety Investigator for Compliance Reviews. The Safety Investigator will complete at least six (6) Compliance Reviews throughout the year and assist the local FMCSA Division Office as needed. When the Trooper assigned to this assists our local FMCSA Office with C/R's and other carrier related investigations, totals can not be shown as the C/R's are conducted by the lead FMCSA SI.

The annual objective of the Commercial Enforcement Unit's Compliance Review program is to complete six (6) compliance reviews on high-risk carriers as assigned by the Division Office and the State. As with many portions of this plan, the small number of carriers reviewed by State personnel makes it difficult to quantify a crash reduction rate. As mentioned in the FMCSA's Program Effectiveness Study, the average crash rate reduction of a company subjected to a CR will decrease by approximately 18.6%. Analysis of Rhode Island's CR effectiveness by the FMCSA, based on 2009 data, approximates a 44.6% reduction in crash rates among companies that have been the subject of a review. This translates into 19 fewer crashes within the state. Rhode Island will use the results of this study to support its participation in the CR/Intervention program. Rhode Island will continue to work with our Federal partners using the current CSA Carrier Intervention Program. The activity performed will be the completion of Compliance Reviews and/or Carrier Interventions. Enforcement action will take place as needed. This performance-based approach will measure the number of CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

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

For FY 2023 - 2025, the measurement for this section will be the completion and upload of six (6) Compliance Reviews throughout the year and assist the Division Office as needed. This performance-based approach will measure the number of

CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

As stated above, the Trooper assigned to this also assists our local FMCSA Office with C/R's and other carrier related investigations. These totals can not be shown as the C/R's are conducted by the lead FMCSA SI. This Trooper is also a canine handler and is also responsible for State Police assigned duties (not billed to the MCSAP Grant).

## Part 2 Section 5 - Traffic Enforcement

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

*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		
10/01/2020	09/30/2021	2039	2039
10/01/2019	09/30/2020	995	995
10/01/2018	09/30/2019	1124	1124
10/01/2017	09/30/2018	1101	1101
10/01/2016	09/30/2017	426	426

☒ 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.



State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2020	09/30/2021	73	73
10/01/2019	09/30/2020	81	81
10/01/2018	09/30/2019	108	108
10/01/2017	09/30/2018	89	89
10/01/2016	09/30/2017	128	128

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

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) and (A&I) data snapshot as of 5/27/2022, including current year-to-date information for FY 2022. RISP CEU Activity Database

### **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](#).*

In order to meet the stated objective, the State of Rhode Island will have each inspector allocate a number of duty hours each week towards Traffic Enforcement Activities. Inspection activity is likely to coincide with hours dedicated to this effort, but setting a quota for the number of Traffic Enforcement inspections produced can become problematic during traffic tribunal hearings. Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has two (2) full-time roadside inspectors. 1 full-time inspector is on a rotating schedule to conduct daily size and weight activities. These size and weight activities are not billed to the MCSAP Grant. The remainder of the unit is dedicated to either administrative or investigative work. Only the activities of the full-time inspectors can be scheduled for the purposes of this plan. Additional inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. Measurement will be achieved through the completion of 8 hrs of traffic enforcement each week for a total of 300 hours each quarter. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed.

In addition to the above objectives the RISP CEU leadership has challenged it's staff to conduct more traffic enforcement activities on a regular basis and has also implemented Saturation Traffic Enforcement Details that all CEU troopers must participate in. As of 10/5/2022 RISP CEU has conducted 12 Saturation Traffic Enforcement Details that have resulted in 503 additional traffic enforcement inspections. RISP CEU plans to have regularly scheduled Saturation Traffic Enforcement details as well as regularly schedules Unit inspections details where RISP CEU troopers are looking for signs of human trafficking and conducting drug interdiction. RISP CEU has plans to have a RISP narcotics K9 at some Unit inspection details to bolster our drug interdiction efforts.

### **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	500	525	550
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	125	140	150
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	100	100	100

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 CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
3665	7	185	3857	3735

**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.**

Measurement will be achieved through the completion of 10 hours of traffic enforcement each week for each full-time inspector. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles operating in the vicinity of commercial vehicles and conduct traffic enforcement when violations are observed. Traffic activity levels will be monitored on a monthly basis. Hourly commitments will be reported to the MCSAP Coordinator on a quarterly basis (approx. 300 hrs. per qtr.). Measurement will also include number of inspections produced, number and type of violations discovered as well as Out of Service totals.

## Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

*This section covers two of FMCSA's safety technology programs:*

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

*Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.*

### **Innovative Technology Deployment (ITD)**

*The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.*

*With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.*

*The technology:*

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

*If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.*

*ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.*

### **Performance and Registration Information Systems Management (PRISM)**

*FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.*

*PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.*

## 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, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Deploying Core ITD	Yes
PRISM	Enhanced Participation	No

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

**Enter the agency name responsible for ITD in the State:** Rhode Island Division of Motor Vehicles

**Enter the agency name responsible for PRISM in the State:** Rhode Island Division of Motor Vehicles

### ***Narrative Overview for FY 2023 - 2025***

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

***Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.***

The Rhode Island Registry of Motor Vehicles is responsible for ITD implementation.

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

The RISP CEU reviews quarterly updates from the RMV to determine they are continuing to meet compliance standards.

## Part 2 Section 7 - Public Education and Outreach

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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	13	12	11	10	12
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings	3	2	3	3	4
State-Sponsored Outreach Events					
Local Educational Safety Events					
Teen Safety Events					

### Narrative Overview for FY 2023 - 2025

**Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.**

The Commercial Enforcement Unit will conduct public speaking engagements throughout the commercial motor vehicle and non-commercial motor vehicle community. Although twelve (12) are planned, many more may be requested. Our goal will be to conduct twelve (12) public speaking engagements at various carriers, trucking agencies and commercial driving schools. These educational contacts will include information on safe vehicle operation as well as compliance with the FMCSR's and seatbelt use as well as the implementation of ELD Regulations. Depending upon the venue, one to two inspectors will be provided. In addition to direct speaking engagements, personnel (inspector/office personnel) will remain available for informational requests from the industry on an as needed basis.

The RISP CEU troopers will receive annual online training pertaining to human trafficking provided by Truckers Against Trafficking. Two fulltime RISP CEU troopers attended the 24 hours DIAP drug interdiction school in New Jersey during 2022. Unfortunately recruits in the RISP Training Academy do not receive training on human trafficking or drug interdiction during the Academy. This is advanced training and RISP troopers typically receive this type of training after being on job for several years. At this time RISP CEU spends sometime during the week conducting traffic enforcement in and around work zones and promoting work zone safety to the general public by stopping passenger vehicles that are speeding or driving aggressively in the vicinity of trucks operating in work zones. In addition RISP CEU has access to sign boards that can relay information regarding human trafficking.

### 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 checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10	10	10
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events			
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

A measure of performance for this section would be the number of engagements successfully completed. The completion of twelve (12) public speaking engagements will fulfill this objective. Totals for the above activity will be monitored on a quarterly basis. Personnel assignments will be adjusted accordingly in order to attain target numbers. Follow-up contact will be made after each assignment is completed in order solicit feedback for quality assurance.

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

**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	Yes

Available data sources:

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

**Enter the agency name responsible for Data Quality:** Rhode Island State Police

**Enter the agency or agencies name responsible for DataQs:** Rhode Island State Police

**Enter the agency name responsible for the Crash Data Repository:** Rhode Island Department of Transportation

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	Fair	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.**

Data Source: FARS records and MCMIS crash and inspection records. Note: Since FMCSA's transition to the cloud in November 2016 resulted in a delay for State submissions, FMCSA is not including impacted late records in Crash or Inspection Timeliness measures. Crashes and inspections reported on-time will count toward State timeliness measures.

**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.).***

Rhode Island currently has a 'good' SSDQ ranking in all categories, except for in inspection upload timeliness which was caused by SafetyNet being down from June of 2022 until the beginning of October of 2022. While SafetyNet was down during this time the CEU made numerous attempts to contact FMCSA Tech Support and [remedy@dot.gov](mailto:remedy@dot.gov) but met with negative results. It took RISP IT personnel to build a new virtual server to house SafetyNet and finally at the end September of 2022 FMCSA Tech Support was able to get SafetyNet back up and running. It is the goal of the CEU to once again maintain the "Good" ranking during FFY 2023 - 2025.

***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. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***

The RISP CEU will continue to monitor each SSDQ category rating on a quarterly basis and make any adjustments if needed. RISP CEU will continue to address DataQ's as they are submitted and make any correction action that is required in a timely manner.

***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.***

The quarterly FMCSA SSDQ ratings will be monitored and compared to FY 2016 baseline data on a quarterly basis.



## Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

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

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

### Trend Analysis for 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
Intrastate					
Interstate	158	173	155	157	167
<b>Total Audits</b>	<b>158</b>	<b>173</b>	<b>155</b>	<b>157</b>	<b>167</b>

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:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	10/12/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	232
Current Number of Past Dues	34

**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)	40	0	40	0	50	0
# of Safety Audits (Offsite)	145	0	145	0	165	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>185</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>215</b>	<b>0</b>
# of Non-Audit Resolutions	80	0	80	0	80	0

**Strategies:** Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Maintain one full-time (FTE) CEU member that devotes 100% of his total activities to New Entrant Onsite and Offsite Safety Audits. Additionally, utilize one (1) part-time auditor to assist in the support of this program. In addition, all auditors will be required to provide educational assistance which includes presenting corrective action procedures for those who fail their Safety Audits. Finally, ensure that all auditors can maintain the necessary certifications required to conduct Safety Audits and Commercial Motor Vehicle Inspections. There will not be any issues completing safety audits in a timely manner. All auditors are primarily responsible for locating and scheduling each carrier involved in the program. Auditors will complete each review and deliver completed packages to the local FMCSA office.

RISP CEU troopers that conduct Onsite and Offsite Safety Audits complete based on how the FMCSA assigns them. RISP CEU troopers will attempt to change Offsite audits to Onsite audits if if safety measures are violated, or if a hazmat or passenger carrier is assigned to be done Offsite that should be done Onsite.

With the addition of one partime CEU troopers assisting with conducting safety audits in 2024 RISP CEU will increase the numbers of audits conducted by 15%.

The one full-time (FTE) CEU member does not have any other law enforcement duties. This trooper dedicates 100% of his time to coinducting New Entrant Onsite and Offsite Safety Audits.

**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.

The current New Entrant Program in RI provides for one (1) full-time Trooper to act as the program's primary contact. This Trooper is responsible for maintaining and distributing the list of carriers subject to a New Entrant Safety Audit. The Trooper in charge (TIC) will forecast the total number of audits due, and allocate the workload among part-time certified auditors accordingly. By completing these audits in a timely and efficient manner, Rhode Island fulfills its agreement to further the goals and objectives of this plan. While the workload assignments are disseminated at the state level, quality control is maintained by our Federal partners at the Division office.

***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.***

The New Entrant Program is unique in that an approximate workload is supplied at the time of grant application. In addition to finance and productivity, quality is controlled as each Safety Audit is submitted. Each audit is reviewed by the State Program Manager. Periodic on-site reviews are also conducted as the State Manager accompanies the Auditor during a New Entrant audit. Monthly monitoring will take place through the utilization of the MCMIS Database. Quarterly reports will be forwarded to the Division Administrator for review within 30 days of the end of each quarter. Periodic meetings with the FMCSA Division Administrator will be scheduled in order to discuss the status of the program. Evaluating the effectiveness of this program will be determined by the total number of New Entrants removed from the list and Safety Audits completed as compared to the carriers that will become due within the next twelve months of each fiscal year.

**Part 3 - National Emphasis Areas and State Specific Objectives****Part 3 Section 1 - Overview**

*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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.*

*States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.*

*Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).*

### Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

**Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: No Data Available**

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

#### 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 3 - Passenger Carrier Enforcement**

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.*

**Check this box if:**

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

### Part 3 Section 4 - State Specific Objectives – Past

No updates are required for this section.

#### 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.**

According to Safety Data provided by the FMCSA Motor Carrier Management Information System (MCMIS) for CY 2021 for Rhode Island, one vehicle configuration type Tractor/Semi Trailer was involved in a higher percentage of crashes when compared to all other vehicle configurations. During CY 2021 there were 62 crashes involving Tractor/Semi-trailer configurations accounting for 32% of all crashes in Rhode Island. Even though the Tractor/Semi-trailer vehicle configuration category had the highest number of crashes by category it was still 16% below the national average. Also, according to Safety Data provided by the FMCSA Motor Carrier Management Information System(MCMIS) for CY 2021 for Rhode Island two vehicle configuration types were consistently involved in a higher percentage of crashes when compared to the national average. 1. Single Unit Truck 2 axle, 6 tire(50 crashes)(32% higher than the national average). 2. Single Unit Truck, 3+axle(39 crashes)(87% higher than the national average).

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

To lower the total number of crashes involving CMV's with the vehicle configurations listed above. The total reduction will be an effort to bring the State of Rhode Island's totals in these vehicle configurations in line with the national average. The target reduction for each of the problems listed above is approximately 5% over the next two years. These two vehicle configurations have already had a substantial decrease already in CY2022: 1. Single Unit Truck, 2 axle, 6 tires (5 crashes) 2. Single Unit Truck, 3+axle (5 crashes).

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

The plan to reduce crashes in the above mentioned vehicle configurations is to increase the number of inspections for each configuration. This increase would be accomplished by having roadside inspectors concentrate a portion of their effort on each of the vehicle configurations. The vehicle configurations described were defined by data fields collected from A&I online. The latest A&I data shows that Rhode Island saw a reduction in the number of crashes, and is in line with the national average. Single Unit Truck, 2 axle, 6 tires vehicle configurations crashes are still slightly higher than the national average by 4%. Single Unit Truck, 3+ axles vehicle configurations is only 13% higher than the national average which is dramatically lower than CY 2021 where Rhode Island was 87% higher.

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

There was an overall decrease in crashes in 5 other vehicle configuration categories. RI will continue efforts to reduce crashes in all categories. Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2022, including crash records through 01/31/2022.

**Part 3 Section 5 - State Specific Objectives – Future**

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

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

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

*Describe any State-specific objective(s) identified for FY 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.*



## Part 4 - Financial Information

### Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives and justify 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 2024 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	\$1,850,078.00	\$97,373.00	\$1,947,451.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$292,118.00
MOE Baseline:	\$54,253.92

## Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

**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 prior approval (15% of MCSAP Award Amount):	\$292,118.00
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#### Warning status

Overtime Costs budgeted must be equal to or less than 15% of the MCSAP Award (plus \$5 allowed.) Please adjust the spending plan to reflect the allowable amount: \$292,118.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Civilian	1	100.0000	\$55,018.00	\$55,018.00	\$52,267.10	\$2,750.90	\$0.00
Sergeant	1	100.0000	\$116,837.00	\$116,837.00	\$110,995.15	\$5,841.85	\$0.00
Corporal	1	100.0000	\$104,474.00	\$104,474.00	\$99,250.30	\$5,223.70	\$0.00
Trooper	4	100.0000	\$82,998.00	\$331,992.00	\$315,392.40	\$16,599.60	\$0.00
Lieutenant	1	100.0000	\$121,801.00	\$121,801.00	\$115,710.95	\$6,090.05	\$0.00
<b>Subtotal: Salary</b>				<b>\$730,122.00</b>	<b>\$693,615.90</b>	<b>\$36,506.10</b>	<b>\$0.00</b>
Overtime Project Costs							
Trooper (salary)	7	100.0000	\$25,420.00	\$177,940.00	\$169,043.00	\$8,897.00	\$0.00
Total overtime	1	100.0000	\$205,172.00	\$205,172.00	\$194,913.40	\$10,258.60	\$0.00
<b>Subtotal: Overtime</b>				<b>\$383,112.00</b>	<b>\$363,956.40</b>	<b>\$19,155.60</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$1,113,234.00</b>	<b>\$1,057,572.30</b>	<b>\$55,661.70</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Cash</b>						

**Enter a detailed explanation of how personnel costs, including all overtime costs, were derived and allocated to the MCSAP project.**

The pay structure for the sworn members of the RI State Police Commercial Enforcement Unit, who are members of the RI State Police Troopers Association and include sworn division members with the rank of trooper, corporal, and sergeant. As other sworn members of the RI State Police, CEU members in the RI State Police Troopers Association are scheduled to work a total of 49.5 standard hours a week, Monday through Friday with Saturday, and Sunday as leave days (5 and 2 schedule). As contractually agreed upon the weekly standard salary for all members of the RI State Police bargaining unit on this schedule is calculated as follows: 42 hours at straight pay rate and the remaining 7.5 hours at a time and a half regular rate for a total of 49.5 hours. The 7.5 hours are required and are part of the standard work week for sworn members on this schedule. These hours are part of the regularly schedule work week for RI State Police Members in the collective bargaining unit. Any hours worked in addition to the regularly schedule work week of 49.5 regular standard hours are considered overtime hours by the RI State Police. If a member of the CEU takes a vacation day or a sick day during the week they still receive their standard salary for the week of 49.5 hours. I have attached a copy of a weekly time sheet submitted to payroll for the CEU members with the rank of Sergeant, Corporal, and Trooper for your review showing they work a standard work week of 49.5 hours. The reason for the above salary calculation method for members on a 49.5-hour work week is for salary equity with other sworn members who work 3 days on with 3 days off work schedule.

In 2020 FMCSA advised that the 7.5 hours of a trooper's salary which is calculated at a time and a half regular rate will be applied against the 15 % overtime cap. This decision will require the RISP to count these hours against the cap even if they are not worked. For example, if a trooper is on vacation or another type of leave, the 7.5 hours will still need to be counted against the overtime cap based on the rate these hours are calculated by. The total overtime hours in the personnel table reflects this decision by FMCSA.

The RI State Police CEU consists of 14 full and part-time employees (MCSAP eligible). The full-time members consist of 1 Acting Lieutenant, 1 Acting Sergeant, 1 Acting Corporal, 4 Troopers (FTE's), and 1 Civilian (7 sworn personnel and 1 civilian). The part-time employees consist of 7 troopers that assist with MCSAP activities on their days off

The Acting Lieutenant, Acting Sergeant, Acting Corporal and 4 Troopers work approximately 2,574 hours per year (each). Their standard work week is 49.5 hours, and their salary is calculated as 42 hours at straight time and 7.5 hours at a time and a half rate (yearly calculation equals 2,184 hours at straight time and 390 hours calculated a time and a half rate). Based on the ruling by FMCSA 2,340 hours of these members standard salary will be counted as overtime hours and calculated against the overtime cap of 15 %.

Additionally, Full-time, part-time, and civilian employees work a total of approximately 1400 hours per year on an overtime basis (not regularly scheduled hours), which is applied to the grant.

The approximate total budget amount for employees is \$1,113,234.00.

Note: With the new Bipartisan Infrastructure FMCSA increased the (estimated) funding for RI from approximately \$1,509,341.00 (total funding) to approximately \$1,947,451.00. This is a total increase of funding of approximately \$438,110.00. Most of these funds were applied to personnel costs and fringe benefits which were significantly underfunded over the years. This additional funding will allow RI to maintain its current staffing levels and with future financial increases in the next several years we are planning to increase the unit's manpower which will be used to conduct MCSAP activities.

**Request to increase overtime cap by 5%:**

The RISP CEU is respectfully requesting to increase the Overtime Cap in the 2024 MCSAP grant by a 5% increment. The reason for this request is due to additional personnel time constraints as well as a reduction of personnel (specifically Acting Lieutenant Perotti being assigned to Block Island for the summer of 2024 and CEU members being detailed to assist with the barracks and training requirements), it has become necessary to increase the availability of overtime for our full time and part time members. Increasing the percentage of overtime beyond the 15% limit will allow the RISP CEU to maintain and potentially increase its CMV enforcement activities such as Off-Peak hours Saturation and Rural Road Inspection Details as well as the NESA Program. The RISP CEU has had great success conducting off-peak saturation details on overtime and has placed numerous vehicles and drivers Out of Service for significant violations. In addition, during these saturation details RISP CEU troopers have placed quite a few driver's Out of Service for possession of and operating under the influence of marijuana. The CEU contributes this to being out on the highways during off-peak hours during the saturation details and catching these drivers because they are under the assumption that there are no enforcement activities be conducted during this time of day. Also going forward RISP CEU auxiliary troopers will be required to conduct 64 Level I inspections each year in order to maintain their certification and these additional inspections will be conducted on overtime. For these reasons the RISP CEU is respectfully requesting to increase the allowable OT Cap from 15% to 20%.

### 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
Civilian	80.0000	100.0000	\$55,018.00	\$44,014.40	\$41,813.68	\$2,200.72	\$0.00
Trooper (full-time sworn)	73.2235	100.0000	\$675,104.00	\$494,334.77	\$469,618.03	\$24,716.74	\$0.00
Overtime (fringe)	1.4500	100.0000	\$383,112.00	\$5,555.12	\$5,277.36	\$277.76	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$543,904.29</b>	<b>\$516,709.07</b>	<b>\$27,195.22</b>	<b>\$0.00</b>

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

Fringe benefits are a summation of the aggregated fringe benefits per employee at a rate of 73% of the average full time Trooper's salaries (sworn members) and 80% of the Civilian's annual salary which includes: FICA, Retirement, Retirement Health, Assets Fringe Benefit, Health Insurance, Dental, and Vision.

Full Time Trooper: 73% of the Average annual salaries total = \$494,334.77

Civilian: 80% of annual salary total = \$44,014.00

Overtime fringe rate is calculated at 1.45 % = \$5,555.12

The estimated budgeted amount for fringe benefit in this proposal is for \$543,904.29 This rate is a percentage used for budgeting purposes and actual will be included with requests for reimbursement (Attached is how the fringe rate is calculated).

The fringe rate for troopers is calculated at 73% for the portion of the salary calculated at regular rate and 1.45 % calculated at the overtime rate.

Note: With the new Bipartisan Infrastructure FMCSA increased the (estimated) funding for RI from approximately \$1,509,341.00 (total funding) to approximately \$1,947,451.00. This is a total increase of funding of approximately \$438,110.00. Most of these funds were applied to personnel costs and fringe benefits which were significantly underfunded over the years. This additional funding will allow RI to maintain its current staffing levels and with future financial increases in the next several years we are planning to increase the unit's manpower which will be used to conduct MCSAP activities.



**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
General Hazardous Material	1	5	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Other Bulk Packaging Course	1	5	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Cargo Tank Course	1	5	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
Passenger Vehicle Inspection Course	1	5	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
North American Standard Part A and Part B courses	1	10	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Annual MCSAP Workshop	2	5	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
CVSA NAIC Conference	1	5	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
CVSA Spring Conference	2	5	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
CVSA Fall Conference	2	5	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
CVSA COHMED Conference	2	5	100.0000	\$3,600.00	\$3,420.00	\$180.00	\$0.00
CVSA Data Management Workshop	1	5	100.0000	\$1,800.00	\$1,710.00	\$90.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$24,000.00</b>	<b>\$22,800.00</b>	<b>\$1,200.00</b>	<b>\$0.00</b>

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

One (1) member to attend NAIC (estimate) @ \$1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

Conference name: NAIC, Days: 5, Travelers: 1, Airfare: \$500, Lodging \$1,000, Per Diem: \$250, Taxi/Transportation to and from airport/hotel: \$50. Estimated Total Cost: \$1,800.

Two (2) members to attend the CVSA Spring Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Conference name: CVSA Spring Conference, Days: 5, Travelers: 2, Airfare: \$1,000, Lodging \$2,000, Per Diem: \$500, Taxi/Transportation to and from airport/hotel: \$100. Estimated Total Cost: \$3,600.

Two (2) members to attend the CVSA Fall Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Conference name: CVSA Fall Conference, Days: 5, Travelers: 2, Airfare: \$1,000, Lodging \$2,000, Per Diem: \$500, Taxi/Transportation to and from airport/hotel: \$100. Estimated Total Cost: \$3,600.

Two (2) members to attend the CVSA COHMED Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Conference name: CVSA COHMED Conference, Days: 5, Travelers: 2, Airfare: \$1,000, Lodging \$2,000, Per Diem: \$500, Taxi/Transportation to and from airport/hotel: \$100. Estimated Total Cost: \$3,600.

The proposed cost for conference travel is estimated at \$12,600.



**Training Travel (Transportation, Per Diem, Accommodations):**

One (1) member to attend General Hazardous Materials Inspection School (one week course) (location to be determined) (estimate) @ \$1000 per person for a total of \$1000 (Per Diem & Accommodations).

Training: General C Inspection School, Days: 5, Travelers: 1, Lodging \$750, Per Diem: \$250. Estimated Total Cost: \$1,000.

One (1) member to attend Other Bulk Packaging Course (one week course) (location to be determined) (estimate) @ \$1000 per person for a total of \$1,000 (Per Diem & Accommodations).

Training: Other Bulk Packaging Course, Days: 5, Travelers: 1, Lodging \$750, Per Diem: \$250. Estimated Total Cost: \$1,000.

One (1) members to attend Cargo Tank Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$1,000 (Per Diem & Accommodations).

Training: Cargo Tank Course, Days: 5, Travelers: 1, Lodging \$750, Per Diem: \$250. Estimated Total Cost: \$1,000.

One (1) members to attend Passenger Vehicle Inspection Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$1,000 (Per Diem & Accommodations).

Training: Passenger Vehicle Inspection Course, Days: 5, Travelers: 1, Lodging \$750, Per Diem: \$250. Estimated Total Cost: \$1,000.

One (1) member to attend North American Standard Part A and Part B (two week course) (location to be determined) (estimate) @ \$2,000 per person for a total of \$2,000 (Per Diem & Accommodations).

Training: North American Standard Part A and Part B, Days: 10, Travelers: 1, Lodging \$1,500, Per Diem: \$500. Estimated Total Cost: \$2,000.

Two (2) members to attend 2024 MCSAP Workshop (location to be determined) (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Training: MCSAP, Days: 5, Travelers: 2, Airfare: \$1,000, Lodging \$2,000, Per Diem: \$500, Taxi/Transportation to and from airport/hotel: \$100. Estimated Total Cost: \$3,600.

One (1) civilian to attend the CVSA Data Management Workshop. (estimate) @ \$ 1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

Training: CVSA Data Management Workshop: 5, Travelers: 1, Airfare: \$500, Lodging \$1,000, Per Diem: \$250, Taxi/Transportation to and from airport/hotel: \$50. Estimated Total Cost: \$1,800.

The proposed cost for training travel is estimated at \$11,400

## 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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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
Patrol Vehicle	1	\$86,890.40	100	\$86,890.40	\$82,545.88	\$4,344.52	\$0.00
<b>TOTAL: Equipment</b>				<b>\$86,890.40</b>	<b>\$82,545.88</b>	<b>\$4,344.52</b>	<b>\$0.00</b>
Equipment threshold is greater than \$5,000.							

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

The CEU needs to replace a 2017 Chevrolet Tahoe that has reached it's life usefulness. The cost of a new fully equipped, division approved 2024 Police Chevrolet Tahoe (or similar type vehicle) including, but not limited to, emergency lighting, communications, mobile data terminal, equipment containment system, etc., is approximately \$86,890.40. It is the policy and procedure of the CEU to replace vehicles when they reach approximately 100,000 miles. Historically the CEU has found that it is more financially prudent and less time consuming to replace a vehicle rather than spend an abundant amount of money repairing one.

**Part 4 Section 6 - Supplies**

*Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.*

*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
Uniforms	1 Year	\$6,560.00	100.0000	\$6,560.00	\$6,232.00	\$328.00	\$0.00
Roadside Inspector Equipment	1 Year	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
Office Supplies	1 Year	\$1,500.00	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$10,060.00</b>	<b>\$9,557.00</b>	<b>\$503.00</b>	<b>\$0.00</b>

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

The CEU will need non-vehicle equipment to conduct motor carrier safety inspections. Below is a list of equipment that will be needed (estimate):

The CEU needs general office supplies for the year in order to support the MCSAP program. Supplies consist of: paper (to include thermal paper), pens, computer ink, staples, copier toner, and fax toner, etc. The proposed cost of the needed supplies is \$1500.00.

Brake chambermates, regulations/OOS Books (MCSR, HM Regs, OOS Books), wheel safety chocks, creepers, rulers, batteries (flash lights), OOS & CVSA decals, ect. This equipment is needed to replace older equipment that has reached its useful life. The budget amount for this equipment in this proposal is for \$2000.00.

The proposed cost for uniforms and related items is \$6,560. This is needed to replace worn uniforms, web gear, and boots for 16 Troopers. The uniform is division approved and required wear. The unit researches the cost of the required items to get the best price available.

The total cost in the supplies section is \$10,060.00.

## 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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

**Note:** Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

**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 §200.1 Definitions](#)).

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 non-proprietary identifier that replaced 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
<b>TOTAL: Contractual and Subaward</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

The Rhode Island State Police Commercial Enforcement Unit no longer is required to pay Intelligent Imaging Systems an annual maintenance service plan of \$27,500.00 for the Smart Roadside Automated Electronic Screening System as in years past.

## 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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

### Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	10	\$1,651,626.09	\$165,162.60	\$156,904.47	\$8,258.13
<b>TOTAL: Indirect Costs</b>			<b>\$165,162.60</b>	<b>\$156,904.47</b>	<b>\$8,258.13</b>

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
CVSA Membership Dues	1 Year	\$7,860.00	0.0000	\$0.00	\$0.00	\$0.00	\$7,860.00
Vehicle Fuel Costs	1 Year	\$24,225.50	0.0000	\$0.00	\$0.00	\$0.00	\$24,225.50
Repair & Maintenance Cost	1 Year	\$22,794.95	0.0000	\$0.00	\$0.00	\$0.00	\$22,794.95
Air Cards & Mobile Telephone	1 Year	\$3,847.16	0.0000	\$0.00	\$0.00	\$0.00	\$3,847.16
Audit Fees	1 Year	\$707.11	0.0000	\$0.00	\$0.00	\$0.00	\$707.11
Conference Fees	6 Year	\$700.00	100.0000	\$4,200.00	\$3,990.00	\$210.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$4,200.00</b>	<b>\$3,990.00</b>	<b>\$210.00</b>	<b>\$59,434.72</b>

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

The Indirect Cost Rate was calculated by using 10% De Minimis of the Modified Total Direct Cost (MTDC). (The indirect cost rate was adjusted to reflect update projected grant amount. The total indirect cost is \$165,162.60)

Conference Fees to attend CVSA Fall & Spring Conference and the COHMED Conference is \$4,200 (6 @ \$700 per conference for a total of \$4,200).

The following costs are planned MOE expenditures:

CVSA Annual Membership Fees: \$7,860

Vehicle Fuel Costs: \$24,225.50

Repair & Maintenance of Vehicles: \$22,794.95

Air Card & Mobile Telephone Costs: \$3,847.16

Audit Fees: \$707.11

Total Planned Other Costs and MOE Expenditures is \$63,574.72 (Other Costs \$4,200 plus MOE Expenditures \$59,374.72 equals \$63,574.72)

**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	\$1,850,078.00	\$97,373.00	\$1,947,451.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$292,118.00
MOE Baseline:	\$54,253.92

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Civilian	\$52,267.10	\$2,750.90	\$55,018.00	\$0.00
Sergeant	\$110,995.15	\$5,841.85	\$116,837.00	\$0.00
Corporal	\$99,250.30	\$5,223.70	\$104,474.00	\$0.00
Trooper	\$315,392.40	\$16,599.60	\$331,992.00	\$0.00
Lieutenant	\$115,710.95	\$6,090.05	\$121,801.00	\$0.00
<b>Salary Subtotal</b>	<b>\$693,615.90</b>	<b>\$36,506.10</b>	<b>\$730,122.00</b>	<b>\$0.00</b>
Trooper (salary)	\$169,043.00	\$8,897.00	\$177,940.00	\$0.00
Total overtime	\$194,913.40	\$10,258.60	\$205,172.00	\$0.00
<b>Overtime subtotal</b>	<b>\$363,956.40</b>	<b>\$19,155.60</b>	<b>\$383,112.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$1,057,572.30</b>	<b>\$55,661.70</b>	<b>\$1,113,234.00</b>	<b>\$0.00</b>

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Civilian	\$41,813.68	\$2,200.72	\$44,014.40	\$0.00
Trooper (full-time sworn)	\$469,618.03	\$24,716.74	\$494,334.77	\$0.00
Overtime (fringe)	\$5,277.36	\$277.76	\$5,555.12	\$0.00
<b>Fringe Benefits total</b>	<b>\$516,709.07</b>	<b>\$27,195.22</b>	<b>\$543,904.29</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
General Hazardous Material	\$950.00	\$50.00	\$1,000.00	\$0.00
Other Bulk Packaging Course	\$950.00	\$50.00	\$1,000.00	\$0.00
Cargo Tank Course	\$950.00	\$50.00	\$1,000.00	\$0.00
Passenger Vehicle Inspection Course	\$950.00	\$50.00	\$1,000.00	\$0.00
North American Standard Part A and Part B courses	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Annual MCSAP Workshop	\$3,420.00	\$180.00	\$3,600.00	\$0.00
CVSA NAIC Conference	\$1,710.00	\$90.00	\$1,800.00	\$0.00
CVSA Spring Conference	\$3,420.00	\$180.00	\$3,600.00	\$0.00
CVSA Fall Conference	\$3,420.00	\$180.00	\$3,600.00	\$0.00
CVSA COHMED Conference	\$3,420.00	\$180.00	\$3,600.00	\$0.00
CVSA Data Management Workshop	\$1,710.00	\$90.00	\$1,800.00	\$0.00
<b>Travel total</b>	<b>\$22,800.00</b>	<b>\$1,200.00</b>	<b>\$24,000.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Patrol Vehicle	\$82,545.88	\$4,344.52	\$86,890.40	\$0.00
<b>Equipment total</b>	<b>\$82,545.88</b>	<b>\$4,344.52</b>	<b>\$86,890.40</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms	\$6,232.00	\$328.00	\$6,560.00	\$0.00
Roadside Inspector Equipment	\$1,900.00	\$100.00	\$2,000.00	\$0.00
Office Supplies	\$1,425.00	\$75.00	\$1,500.00	\$0.00
<b>Supplies total</b>	<b>\$9,557.00</b>	<b>\$503.00</b>	<b>\$10,060.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Contractual and Subaward total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Membership Dues	\$0.00	\$0.00	\$0.00	\$7,860.00
Vehicle Fuel Costs	\$0.00	\$0.00	\$0.00	\$24,225.50
Repair & Maintenance Cost	\$0.00	\$0.00	\$0.00	\$22,794.95
Air Cards & Mobile Telephone	\$0.00	\$0.00	\$0.00	\$3,847.16
Audit Fees	\$0.00	\$0.00	\$0.00	\$707.11
Conference Fees	\$3,990.00	\$210.00	\$4,200.00	\$0.00
<b>Other Costs total</b>	<b>\$3,990.00</b>	<b>\$210.00</b>	<b>\$4,200.00</b>	<b>\$59,434.72</b>



Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$1,693,174.25</b>	<b>\$89,114.44</b>	<b>\$1,782,288.69</b>	<b>\$59,434.72</b>
Indirect Costs	\$156,904.47	\$8,258.13	\$165,162.60	NA
<b>Total Costs Budgeted</b>	<b>\$1,850,078.72</b>	<b>\$97,372.57</b>	<b>\$1,947,451.29</b>	<b>\$59,434.72</b>

**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	\$1,850,078.00	\$97,373.00	\$1,947,451.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$292,118.00
MOE Baseline:	\$54,253.92

**Warning status**

Overtime Costs budgeted must be equal to or less than the 15% of the MCSAP Award (plus \$5 allowed). Please adjust the spending plan to reflect the allowable amount: \$292,118.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$693,615.90	\$36,506.10	\$730,122.00	\$0.00
;;;Overtime Subtotal	\$363,956.40	\$19,155.60	\$383,112.00	\$0.00
Personnel Total	\$1,057,572.30	\$55,661.70	\$1,113,234.00	\$0.00
Fringe Benefits Total	\$516,709.07	\$27,195.22	\$543,904.29	\$0.00
Travel Total	\$22,800.00	\$1,200.00	\$24,000.00	\$0.00
Equipment Total	\$82,545.88	\$4,344.52	\$86,890.40	\$0.00
Supplies Total	\$9,557.00	\$503.00	\$10,060.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$3,990.00	\$210.00	\$4,200.00	\$59,434.72
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,693,174.25	\$89,114.44	\$1,782,288.69	\$59,434.72
Indirect Costs	\$156,904.47	\$8,258.13	\$165,162.60	NA
<b>Total Costs Budgeted</b>	<b>\$1,850,078.72</b>	<b>\$97,372.57</b>	<b>\$1,947,451.29</b>	<b>\$59,434.72</b>



<b>Part 5 - Certifications and Documents</b>
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<b>Part 5 Section 1 - Overview</b>
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*Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.*

*These certifications must be completed and signed on an annual basis.*

**Part 5 Section 2 - 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? Jeffrey L'Heureux
2. What is this person's title? Captain
3. Who is your Governor's highway safety representative? Gabrielle Abate
4. What is this person's title? Director of Rhode Island Highway Safety

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

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

**State Certification declaration:**

I, Jeffrey L'Heureux, Captain, on behalf of the State of RHODE ISLAND, 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 3 - 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? Jeffrey L'Heurux
2. What is the title of your certifying State official? Captain
3. What are the phone # and email address of your State official? 401-444-1000 jeffreyl'heureux@risp.gov

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

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

I, Jeffrey L'Heurux, certify that RHODE ISLAND 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 4 - 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