



ALASKA

Commercial Vehicle Safety Plan

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

Fiscal Years 2020 - 2022

Date of Approval: April 16, 2020

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

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
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2020:

Multi-Year plans—For FY 2020, 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—Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **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.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that 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.

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

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

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

Lead Agency

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

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

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

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

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

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

Part 1 Section 3 - MCSAP Structure Explanation**Instructions:**

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

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

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

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

AKDOT&PF	Number of Funded Personnel Directly Related to MCSAP Activities
Chief, Commercial Vehicle Compliance*	1
Statewide Supervisor (CVC I V)*	1
Area Supervisors (CVC I V)*	3
Commercial Vehicle Compliance Inspectors (CVC I, II, & III)*	25
New Entrant CVC I (CVC I V)*	1
Program Coordinator	1
Grants Administrator	1
Research Analyst	1
Administrative Support	1
Total MSCVE Personnel:	35
<i>*Trained to perform NAS inspections</i>	
	Number of Non-Funded Personnel Directly Related to MCSAP Activities
AST & Local PDs	1
Total Non-Funded Personnel:	1
Total # of MCSAP Participating Personnel:	36

Numbers as of 6/30/2019

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

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

Part 1 Section 4 - MCSAP Structure
Instructions:

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

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

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

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

Subrecipient Information	
Agency Name:	NONE
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	1
Total # of MCSAP Participating Personnel:	1

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2014 - 2018

Instructions for all tables in this section:

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

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

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

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

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

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

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

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

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

Data extracted from SAFETYNET on 06/28/2019.

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

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

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

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

Narrative Overview for FY 2020 - 2022

Instructions:

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

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

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

<u>Fiscal Year</u>	<u>CMV-related Crashes</u>	<u>Crash Reduction Goal</u>	<u>5-Year Rolling Average</u>
FY22	TBD	69	73 (FY14-18)
FY21	TBD	70	73 (FY14-18)
FY20	TBD	72	73 (FY14-18)

Enter the data source and capture date:

Data extracted from SAFETYNET on 06/28/2019.

Projected Goal for FY 2020 - 2022:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

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

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

Program Activities for FY 2020 - 2022: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities

purpose.

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

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

Driver and Vehicle Inspections

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

Traffic Enforcement

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

Compliance Reviews

Alaska does not currently conduct compliance reviews.

Public Education and Awareness

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

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

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

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

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

FY2020	Qtr.1	Qtr.2	Qtr.3	Qtr.4	Total
Reportable Crashes					
Driver OOS Rate					
Vehicle OOS Rate					

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2020 - 2022.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	1223	1663	1935	2535	2262
Level 2: Walk-Around	575	1739	1963	1954	1875
Level 3: Driver-Only	1877	4041	2908	2783	3441
Level 4: Special Inspections	95	120	20	25	70
Level 5: Vehicle-Only	131	95	217	264	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	3901	7658	7043	7561	7648

Narrative Overview for FY 2020 - 2022

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

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

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

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

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

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

While on duty all CVCIs actively scan CMV traffic for both size-and-weight and safety violations. By using carrier ISS scores, electronic scanning where available, inspection records, etc. they also identify those vehicles that are due for

inspections and those that have not been previously inspected within the last twelve months. The CVCIs work primarily at the fixed inspection/weigh stations listed above.

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

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

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

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1410	96	0	1506	25.10%
Level 2: Walk-Around	2271	195	0	2466	41.10%
Level 3: Driver-Only	1925	25	30	1980	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	32	8	8	48	0.80%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	5638	324	38	6000	

MCSAP subrecipient agency

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

Subrecipient is: NONE

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

Projected Goals for FY 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	1
Enter the total number of non-funded certified officers:	1
Enter the total number of inspections projected for FY 2020:	32

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE COMPLIANCE (MSCVC)					
# certified personnel: 21					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 1					
# certified personnel: 1					
# projected inspections: 32					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1410	96	0	1506	25.10%
Level 2: Walk-Around	2271	195	0	2466	41.10%
Level 3: Driver-Only	1925	25	30	1980	33.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	32	8	8	48	0.80%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	5638	324	38	6000	

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

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

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

Part 2 Section 4 - Investigations

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

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2014 - 2018
Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2017	09/30/2018	39	6
10/01/2016	09/30/2017	155	67
10/01/2015	09/30/2016	151	57
10/01/2014	09/30/2015	137	63
10/01/2013	09/30/2014	212	60

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

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

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

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

Data extracted from SAFETYNET on 10/23/2018.

Narrative Overview for FY 2020 - 2022

Instructions:

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

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

Projected Goals for FY 2020 - 2022

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input type="radio"/>	<input checked="" type="radio"/>	CMV with Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0	0	0

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
6032	0	24	6056	8876

The sum of your planned FY 2020 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2020 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

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

Part 2 Section 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described 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.).

Safety Technology Compliance Status

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

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

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative and Projected Goal:

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

Alaska is still encountering some data quality issues, but is working with other State agencies to fix the problems and is working on fulfilling the requirements of full participation in the PRISM program. Alaska began reporting suspension and/or revocation results quarterly in the first quarter of FFY19.

The MCSAP lead agency anticipates to reach full PRISM participation and a PRISM Participation Level Certification review to ensure Alaska’s PRISM program is in full compliance with PRISM requirements by October 1, 2020.

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

The MCSAP lead agency is currently working with FMCSA to complete the PRISM Participation Level Certification review and anticipates to reach full PRISM participation prior to October 1, 2020.

The agency is working with two State shareholders to achieve its PRISM goals: (a) the Information Systems & Services Division (ISSD), which will continue to conduct a variety of tasks in support of the PRISM environment and complete various programming efforts to monitor, maintain, and enhance the Alaska PRISM program; and (b) the Division of Motor Vehicles (DMV), which works to ensure PRISM requirements for registration are met and maintained.

In order to support PRISM, a portion of specific personnel and IT-related items will be funded as detailed in the financial section.

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

Alaska intends to maintain CVISN/ITD Core Compliance.

Alaska intends to achieve full PRISM compliance by October 1, 2020, by working with shareholders and FMCSA to complete documentation necessary to reach full participation.

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	12	8	7	6	13
CMV Safety Belt Education and Outreach	0	0	0	1	2
State Trucking Association Meetings	2	3	7	13	4
State-Sponsored Outreach Events	0	0	2	3	1
Local Educational Safety Events	5	2	2	3	3
Teen Safety Events	2	5	7	4	0

Narrative Overview for FY 2020 - 2022

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

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

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

Projected Goals for FY 2020 - 2022

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

Approximately 12 safety briefings will take place each year between FY20 and FY22. The number of completed safety briefings will be measured against the following quarterly activity goals:

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

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

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

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Poor	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Fair	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Insufficient Data	Good	Good	Good
Crash Timeliness	Poor	Fair	Fair	Fair
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	Red Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

A&I Online data snapshot, 06/28/2019; data as of 07/09/2019.

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

The State currently has an overall 'Red/Poor' rating due to a 'Flag' status from the Crash Consistency category. The 'Flag' may be a result of crash reports taking longer than is expected to be submitted, which would also affect Crash Timeliness (as of June 28, 2019, the 'Red/Poor' is a score of 49%). Other SSDQ measures are Crash Record Completeness (as of June 28, 2019, the 'Yellow/Fair' is a score of 77%) and Fatal Crash Completeness (as of June 28, 2019, the 'Gray/Insufficient Data' is a score of 50%).

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

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

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

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to achieve a “Good” rating in any category not currently rated as “Good,” including measurable milestones.

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

The milestones are shown below:

% Complete	Benchmark	<u>Est. Completion/</u> <u>Actual Completion</u>
25%	Attend ATRC Committee meeting	<u>Oct - Dec '19</u>
50%	Attend ATRC Committee meeting	<u>Jan - Mar '20</u>
75%	Attend ATRC Committee meeting	<u>Apr - Jun '20</u>
100%	Attend ATRC Committee meeting	<u>Jul - Sep '20</u>

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

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

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

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

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

Part 2 Section 9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that 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 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 type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	0	0	0	0	0
Intrastate	0	0	0	0	0
Total Audits	0	0	0	0	0

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2020 - 2022

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

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: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2020 - 2022

For the purpose of completing the table below:

- **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.).

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	6	0	6	0	6	0
# of Safety Audits (Offsite)	18	0	18	0	18	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	24	0	24	0	24	0
# of Non-Audit Resolutions	0	0	0	0	0	0

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

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

There are no foreseen challenges at this time.

Activity Plan for FY 2020 - 2022: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

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

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

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

Part 2 Section 10 - Border Enforcement

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

Trend Analysis for 2014 - 2018

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

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	214	388	258	254	188
Level 2: Walk-Around	210	275	135	265	186
Level 3: Driver-Only	622	647	326	445	370
Level 4: Special Inspections	0	9	0	0	0
Level 5: Vehicle-Only	0	6	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	1046	1325	719	964	744

Narrative Overview for FY 2020 - 2022

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

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

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

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

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections** - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

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

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

these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2020 - 2022

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

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

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

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

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

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

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

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

Anticipated challenges:

- The Tok Inspection/Weigh Station operates primarily on a 24-hours-a-day, 7-days-a-week basis with one officer on duty; frequently, multiple vehicles arrive at the same time, dictating that the on-duty CVCI identify one CMV he or she will interact with rather than holding all of them at the inspection/weigh station, which results in a delay in commerce. Since it is not known if a particular CMV is involved in foreign, domestic, or intrastate commerce until a driver interview has been conducted, it is possible that the solitary CVCI will not interact with all CMVs in foreign commerce entering or exiting the State.
- The amount of CMV traffic traveling on the Alaska Highway and, therefore, interacting with the Tok Inspection/Weigh Station is largely dependent on the amount of trade taking place and the general economy.
- A large portion of the CMV traffic crossing the Alaska/Canada border at the Tok Port of Entry consists of those vehicles traveling from one location in Alaska to another (e.g., from Fairbanks, AK to Haines, AK, which requires

travel through Canada) or between a State in the lower 48 and Alaska. FMCSA's Border Enforcement Program guidelines state: "A shipment that originates in one State in the United States and terminates in another State in the United States is not considered transportation in international commerce, even if part of the transportation occurs in a foreign country." Therefore, a significant number of the CMVs seen at the Tok Inspection/Weigh Station are not considered to be in international commerce.

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

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

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

Inspection Level:	<u>Qtr 1</u>	<u>Qtr 2</u>	<u>Qtr 3</u>	<u>Qtr 4</u>	<u>TOTAL</u>
Level I	10	0	35	35	80
Level II	60	50	50	40	200
Level III	100	100	60	60	320
GRAND TOTAL:					600

HazMat inspections*	3	3	2	2	10
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*These counts are included in the 600 total, above.

Inspection Level:	<u>Non-HazMat</u>	<u>HazMat</u>	<u>PVI</u>	<u>TOTAL</u>	<u>%-age of Total</u>
Level I	80	5	0	85	14.2%
Level II	200	5	0	205	34.2%
Level III	310	0	0	310	51.7%
GRAND TOTAL:	590	10	0	600	100.0%

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).

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

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

Check this box if:

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

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

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past**Instructions:**

Describe any State-specific CMV problems that were addressed with FY2019 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2019 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2019 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

None.

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

None.

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

None.

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

None.

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

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

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

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2020 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. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,274,731.00	\$224,951.00	\$1,499,682.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$224,951.00
MOE Baseline:	\$16,766.40

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$224,951.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Chief, Commercial Vehicle Compliance	1	42.0000	\$79,198.50	\$33,263.37	\$28,273.86	\$4,989.51	\$0.00
Statewide Supervisor (CVCI V)	1	50.0000	\$60,754.00	\$30,377.00	\$25,820.45	\$4,556.55	\$0.00
Area Supervisors (CVCI IV)	3	25.0000	\$65,323.50	\$48,992.62	\$41,643.73	\$7,348.89	\$0.00
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)	25	25.0000	\$44,200.00	\$276,250.00	\$234,813.75	\$41,436.25	\$11,200.00
New Entrant CVCI (CVCI IV)	1	70.0000	\$51,476.00	\$36,033.20	\$30,628.22	\$5,404.98	\$0.00
Program Coordinator	1	52.0000	\$76,849.00	\$39,961.48	\$33,967.26	\$5,994.22	\$0.00
Grants Administrator III	1	55.0000	\$61,115.00	\$33,613.25	\$28,571.26	\$5,041.99	\$0.00
Research Analyst	1	52.0000	\$45,526.00	\$23,673.52	\$20,122.49	\$3,551.03	\$0.00
Administrative Support	1	10.0000	\$65,637.00	\$6,563.70	\$5,579.15	\$984.55	\$0.00
Grants Administrator I/II	1	20.0000	\$51,476.00	\$10,295.20	\$8,750.92	\$1,544.28	\$0.00
Subtotal: Salary				\$539,023.34	\$458,171.09	\$80,852.25	\$11,200.00
Overtime Project Costs							
CVCI Overtime	25	1.5000	\$66,300.00	\$24,862.50	\$21,133.13	\$3,729.37	\$0.00
Subtotal: Overtime				\$24,862.50	\$21,133.13	\$3,729.37	\$0.00
TOTAL: Personnel				\$563,885.84	\$479,304.22	\$84,581.62	\$11,200.00
Accounting Method:	Accrual						

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

Grant funding is requested for Lead Agency staff and Commercial Vehicle Compliance Inspectors (CVCIs) to charge their time while performing various safety enforcement duties and training during the grant-funded period. The time and equipment timesheets document work performed each pay period. The total anticipated cost of personnel for this project is **\$539,023.34**. MCSAP Basic-funded payroll overtime is projected to not exceed 15% of the MCSAP Basic award amount. Of this total, funds for overtime costs for CVCIs, planning, and administrative staff are budgeted at **\$24,862.50**.

The **Chief, Commercial Vehicle Compliance (0.42 FTE)** will spend time on training, educational outreach, enforcement and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, **PRISM support**, etc.

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

The **Area Supervisors (CVCI IV) (0.25 FTE each)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, grant application, strategic enforcement planning, recruitment, court appearances for citations, etc.

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

The **NE Commercial Vehicle Compliance Inspector (CVCI IV) (0.70 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Program Coordinator(s) (0.52 FTE)** and **Grants Administrator(s) (0.20 FTE - 0.55 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, human resource activities, procurement, financial management, recruitment, MCSAP grant application/eCVSP development, **PRISM support**, *input safety and inspection data into the SAFETYNET and DataQ systems, certifying driver/vehicle inspections*, etc.

The **Research Analyst (0.52 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, MCSAP grant application/eCVSP development, etc.

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

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided 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 benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

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 each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- 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.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

*The **Base Amount** is:*

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

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

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
Chief, Commercial Vehicle Compliance	86.0000	42.0000	\$79,198.50	\$28,606.49	\$24,315.52	\$4,290.97	\$0.00
Statewide Supervisor (CVCI V)	86.0000	50.0000	\$60,754.00	\$26,124.22	\$22,205.59	\$3,918.63	\$0.00
Area Supervisors (CVCI IV)	86.0000	25.0000	\$195,970.50	\$42,133.65	\$35,813.62	\$6,320.03	\$0.00
Commercial Vehicle Compliance Inspectors (CVCI I, II, & III)	86.0000	25.0000	\$1,105,000.00	\$237,575.00	\$201,938.75	\$35,636.25	\$8,848.00
NE Commercial Vehicle Compliance Inspector (CVCI IV)	86.0000	70.0000	\$51,476.00	\$30,988.55	\$26,340.27	\$4,648.28	\$0.00
Program Coordinator	86.0000	52.0000	\$76,849.00	\$34,366.87	\$29,211.84	\$5,155.03	\$0.00
Grants Administrator III	86.0000	55.0000	\$61,115.00	\$28,907.39	\$24,571.29	\$4,336.10	\$0.00
Research Analyst	86.0000	52.0000	\$45,526.00	\$20,359.22	\$17,305.34	\$3,053.88	\$0.00
Administrative Support	86.0000	10.0000	\$65,637.00	\$5,644.78	\$4,798.06	\$846.72	\$0.00
Fringe for CVCI Overtime	36.0000	1.5000	\$1,657,500.00	\$8,950.50	\$7,607.93	\$1,342.57	\$0.00
Grants Administrator I/II	86.0000	20.0000	\$51,476.00	\$8,853.87	\$7,525.79	\$1,328.08	\$0.00
TOTAL: Fringe Benefits				\$472,510.54	\$401,634.00	\$70,876.54	\$8,848.00

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

Grant funding is requested for the Lead Agency staff and CVCI's to charge their associated payroll benefit costs while performing MCSAP-related duties such as, but not limited to: conducting safety enforcement inspections and tasks, training, and administrative duties. The total anticipated cost of fringe benefits for this project is **\$472,510.54**. The specific amount of benefits, insurance, leave taken, and over/under variance, etc. for each staff member (based on exact salary costs) will be included in each voucher. As the State operates on an accrual-based leave system, only actual hours worked on MCSAP-related duties will be charged to the grant.

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

Per the June 26, 2018 USDOT/FHWA ICAP approval letter, the 86% Fringe Benefits rate is based on the following:

Labor Rates

Effective Period: July 1, 2018 – June 30, 2019

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	45%	38%
Insurance	27%	0%
Leave Taken	17%	0%
Over/Under Variance	-2%	-2%
Total	186%	136%

86% =

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, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Conference Travel	10	66	100.0000	\$28,194.00	\$23,964.90	\$4,229.10	\$0.00
Training Travel	34	249	100.0000	\$75,826.00	\$64,452.10	\$11,373.90	\$0.00
Routine Travel	3	40	100.0000	\$22,150.00	\$18,827.50	\$3,322.50	\$0.00
TOTAL: Travel				\$126,170.00	\$107,244.50	\$18,925.50	\$0.00

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

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

1. 2020 North American Inspectors Competition (NAIC) (Aug 18-22, 2020, Indianapolis, IN)

1 person, 6 days, airfare: \$650; per diem: **\$55/day**; hotel: **\$200/night**; ground transportation: \$125

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

2. 2020 CVSA Workshop (Apr 19-23, 2020, San Antonio, TX)

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

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

3. 2020 CVSA COHMED Conference (Jan 27-31, 2020, Louisville, KY)

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

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

4. 2020 MCSAP Conference/Planning Meeting (date & location unknown at this time)

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

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

5. 2020 CVSA Annual Conference & Exhibition (Sep 20-24, 2020, Wilmington, DE)

2 people, 7 days, airfare: \$650/person; per diem: \$56/day; hotel: \$220/night; ground transportation: \$125/person
Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

6. 2020 CVSA Data Management, Quality & FMCSA Systems Training (Aug 2020, location unknown at this time)
1 person, 5 days, airfare: \$650; per diem: \$64/day; hotel: \$233/night; ground transportation: \$125

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

7. 2020 Western States CMV Safety Summit (Dec 1-2, 2020 Denver Colorado)

2 people; 4 days, airfare: \$650/person; per diem: \$66/day; hotel \$233/night; ground transportation \$125/person
The focus of the 2020 Western States CMV Safety Summit is to share research and best practices to improve data quality and the collection of CMV data. This includes best practices or innovative approaches to improve data quality persistent to CMV safety issues.

8. Western Association of State Highway and Transportation Officials (WASHTO)

1 person, 5 days; airfare: \$800; per diem: \$66/day; hotel: \$220/night; ground transportation: \$125
Attendance at this conference allows the Lead Agency to harmonize regulations/permit requirements with other states, including information exchange, proposed legislation evaluation, best practices sharing, and implementation to promote safe and effective transportation systems. This forum allows the opportunity to network with other permitting professionals and industry to exchange ideas, and explore techniques of the permitting process. The Western organization represents western state government officials to help develop national policies on transportation issues.

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

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

- PBBT Users Forum
- Traffic Records Forum
- ~~Intellegent Transportation Systems (ITS) America~~
- ~~National Rural ITS~~
- CVSA Brake Symposium

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

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

8 people, 14 days, airfare: \$650/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
This training will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. If a sufficient number of attendees are committed to this course, it may be offered in-state.

10. General Hazardous Materials

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

11. Cargo Tank Inspection Training

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

12. Passenger Vehicle Inspection Training

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

This training will enable CVCIs to complete Level I, II and V inspections on motorcoaches and other commercial passenger-carrying vehicles.

13. 2020 CVCi Annual Training (Anchorage)

30 people (17 traveling), 4 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$200/day

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

14. Post Crash Investigation Training (Florida or Nebraska)

2 people, 14 days, airfare: \$650/person; per diem: \$51/day; hotel: \$220/night; ground transportation: \$125/person
The course will provide instruction on the preservation of vital evidence at the crash scene, correctly document the condition of the Commercial Motor Vehicle (CMV) prior to the crash, driver violations, and provide both the knowledge and physical tools to complete the inspection of a CMV involved in an accident. Emphasis will be placed on both vehicle and driver portions of inspections.

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

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

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

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

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

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

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

17. US/Canada CVE Outreach & Education

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

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

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

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

\$250 included

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

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

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

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Server Equipment Replacement	1	\$14,500.00	70	\$10,150.00	\$8,627.50	\$1,522.50	\$0.00
TOTAL: Equipment				\$10,150.00	\$8,627.50	\$1,522.50	\$0.00
Equipment threshold is greater than \$5,000.							

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

The server room includes a variety of Commercial Vehicle Safety data including safety inspections, crashes, PRISM, CVIEW, and other supporting SAFETYNET information. Approximately 70% of its systems support Commercial Vehicle Compliance data in support of MCSAP; the remaining 30% provided by other funding sources will not be counted towards MOE.

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Desktop Computers for Inspection/Weigh Stations	4 ea	\$1,500.00	50.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
CVCI Laptop Computers	10 ea	\$2,100.00	100.0000	\$21,000.00	\$17,850.00	\$3,150.00	\$0.00
CVCI Mobile Printer/Scanners	4 ea	\$500.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
CVCI Inspection Supplies	8 full set	\$750.00	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Office Supplies	1 per year	\$15,000.00	50.0000	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
Inspection/Weigh Station All-in-One Printers	4 ea	\$500.00	50.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
CVCI Uniforms/Safety Gear	10 full set	\$1,803.00	100.0000	\$18,030.00	\$15,325.50	\$2,704.50	\$0.00
IT Support Supplies	1 per year	\$1,501.00	100.0000	\$1,501.00	\$1,275.85	\$225.15	\$0.00
Transponders	500 ea	\$45.00	100.0000	\$22,500.00	\$19,125.00	\$3,375.00	\$0.00
TOTAL: Supplies				\$82,531.00	\$70,151.35	\$12,379.65	\$0.00

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

Desktop Computers for Inspection/Weigh Stations:

These items will be purchased to replace those desktops positioned in the inspection/weigh stations that are at the end of their service lives. These computers are used for e-screening (Alaska's CVIEW) to better identify Commercial Motor Vehicles to perform safety inspections on, and to help identify out of service carriers. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. The remaining expenses will not be counted toward MOE.

CVCI Laptop Computers:

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

CVCI Mobile Scanner/Printers:

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

CVCI Inspection Supplies:

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

Office Supplies:

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

Inspection/Weigh Station All-in-One Printers:

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

CVCI Uniforms/Safety Gear:

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

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

IT Support Supplies:

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

Transponders:

This line item includes the purchase of transponders to replenish the stock in support of virtual weigh stations, Automatic Vehicle Identification (AVI), and Intelligent Roadside Operations Computer (IROC) (HP-ITD O&M eligible expense outlined in the MCP section 2.7). Carriers utilize transponders as a cost saving tool. Transponders give drivers the ability to by-pass open inspection weigh stations, provided their electronic pre-screening results satisfy state and federal laws and regulations.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
International Road Dynamics (IRD)	EIN 38352285	Contract	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Description of Services: State of Alaska Department of Administration Shared Services							
TOTAL: Contractual and Subaward				\$10,000.00	\$8,500.00	\$1,500.00	\$0.00

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

State of Alaska Shared Services:

The Shared Services organizational structure provides back-office support for common administrative functions, allowing agencies to focus more closely on core mission responsibilities. Administrative functions are planned to include but not limited to travel, accounts payable, and collections. Shared Services, under Facilities Services, will perform services in support of facilities statewide. In the past these services were performed in-house; however, they have now been transitioned to another agency who bills us for their services.

SDSPro

~~The contract provides access to the chemical database for SOA employees and the Contractor will be required to visit locations to perform an onsite inventory of chemicals. The contract is mandatory because it is used to track and store chemical information to include those stored at MSCVC's Inspection/Weigh Stations throughout the state (29 CFR 1910.1200). MCSAP will pay for 50% of the Division's portion of the contract; other funding sources will cover the remaining 50%. The remaining expenses will not be counted towards MOE.~~

WIM & Operations & Maintenance

This line item is to cover basic O&M costs in support of ITD, specifically the Weigh in Motions (WIMs). The contractor, IRD, will perform various tasks to include but not be limited to: equipment for AVI, IROC, WIMs hardware/software costs and Virtual Weigh Stations (VWS).

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 may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Other	5.38	\$1,499,682.00	\$80,682.89	\$68,580.46	\$12,102.43
TOTAL: Indirect Costs			\$80,682.89	\$68,580.46	\$12,102.43

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
SEF - Fuel	1 annual expenses	\$9,781.72	100.0000	\$9,781.72	\$8,314.47	\$1,467.25	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	1 annual expenses	\$46,000.00	100.0000	\$46,000.00	\$39,100.00	\$6,900.00	\$0.00
CVSA Decals	1 annual expenses	\$1,800.00	100.0000	\$1,800.00	\$1,530.00	\$270.00	\$0.00
Professional Memberships (CVSA, NORPASS, etc.)	1 ea	\$22,800.00	100.0000	\$22,800.00	\$19,380.00	\$3,420.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, VPN, etc.)	1 annual expenses	\$21,000.00	100.0000	\$21,000.00	\$17,850.00	\$3,150.00	\$0.00
Conference Room Rental	8 days	\$1,000.00	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Out-of- Service Criteria Books (shipping included)	32 ea	\$45.00	100.0000	\$1,440.00	\$1,224.00	\$216.00	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	40 ea	\$46.00	100.0000	\$1,840.00	\$1,564.00	\$276.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	20 ea	\$52.00	100.0000	\$1,040.00	\$884.00	\$156.00	\$0.00
Conference Registration Fees	6 ea	\$550.00	100.0000	\$3,300.00	\$2,805.00	\$495.00	\$0.00
Legal Services	1 annual expenses	\$8,250.00	100.0000	\$8,250.00	\$7,012.50	\$1,237.50	\$0.00
Other Expenses	1 annual expenses	\$10,500.00	100.0000	\$10,500.00	\$8,925.00	\$1,575.00	\$0.00
Software Licensing & Maintenance	1 annual expenses	\$18,000.00	100.0000	\$18,000.00	\$15,300.00	\$2,700.00	\$0.00
TOTAL: Other Costs				\$153,751.72	\$130,688.97	\$23,062.75	\$0.00

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

SEF

These expenses will be prorated appropriately in support of MCSAP-related activities. The remaining expenses will

not be counted toward MOE.

SEF - Fuel:

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

SEF - Vehicle Fleet Costs (Operation & Maintenance):

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

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

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

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

SEF Costs

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

CVSA Decals:

The Division will purchase CVSA decals to be affixed upon successful completion of Level I inspections during FY19. The budgeted amount includes estimated shipping costs.

Professional Memberships (CVSA, NORPASS, etc.):

Continued membership in the Commercial Vehicle Safety Alliance - CVSA (\$7,800) allows the Lead Agency to keep up to date in the pursuit of uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America and the promotion of commercial motor vehicle safety and security.

Continued membership in the North American Preclearance and Safety System – NORPASS (\$15,000) allows Alaska-based carriers that have safe and legal participating commercial vehicles to bypass weigh stations within the state and other member states.

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

Conference Room Rental:

Throughout FY20 the Lead Agency anticipates hosting or conducting approximately 2 training sessions in the State. Each of these courses will be attended by between 15 and 30 people and last at least 3 days each. The Lead Agency's own conference room is insufficient in size for such sessions; therefore, MSCVC anticipates renting conference space at local facilities. At an average price of \$1,000 per day, including the facility and necessary equipment, the estimated cost of 8 days' of rental for this purpose is \$8,000.

Out-of-Service Criteria Books:

These books, published annually by CVSA, contain up-to-date out-of-service criteria for commercial vehicle drivers and vehicles.

Federal Motor Carrier Safety Regulations:

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

HazMat 49 CFR 100-185 Books:

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

vehicles.

Conference Registration Fees:

Registration fees for MCSAP-related conferences such as the 2020 CVSA COHMED Conference, the 2020 CVSA Workshop, etc. average \$550 per person per conference.

Legal Services:

This funding will pay for services performed by the State of Alaska Department of Law in regard to review and approval of the MCSAP-required Annual Certification of Compatibility and the review of any new regulations established/changed as a result of that review.

Other Expenses:

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

Software Licensing & Maintenance:

This expense includes VMWare production software and WhatsUp Gold support software. These software support the virtual server infrastructure (which provides the virtual server infrastructure for all critical MSCVC services including Microsoft Windows Servers running SAFETYNET, safety/enforcement databases, TraCS citation repositories and data exchange interfaces (i.e. CVIEW, PRISM), ensuring that these data exchange interfaces are available at all times). MCSAP will fund 70% of these expenses with the remaining 30% provided by other funding sources. The remaining expenses will not be counted toward MOE. Other software costs include state accounting software suite, and encryption software deployed on CVCI laptops. The amount paid from MCSAP20 for each item will be prorated according to the anticipated percentage of dedication to MCSAP eligible activities.

~~Wheel Load Scale Calibration:~~

~~This expense will cover the cost of calibrating the portable wheel load scales used by the CVCLs during MCSAP-related activities. Every time MSCVC uses any of these 30 pairs of wheel load scales a CMV inspection will be conducted.~~

~~Inspection/Weigh Station Building Maintenance:~~

~~Many of the fixed Inspection/Weigh Stations throughout the State are in excess of 20 years old and are in need of upkeep such as flooring replacement, new countertops, painting, door and/or window repair or replacement, etc. Due to the wide variety of materials and labor needed at each site, the Division is budgeting a flat cost of \$10,000 to cover these expenses for the duration of this grant performance period. The anticipated repairs should increase the efficiency and productivity of the CVCLs stationed at the Inspection/Weigh Stations. No site will have new construction or additions to the structure. Only maintenance or replacement of current facility inventory will be done and they will be prorated according to the anticipated percentage of dedication to MCSAP eligible activities.~~

~~Inspection/Weigh Station Building Security:~~

~~This line item will cover the purchase and installation of security cameras and associated hardware and software at Inspection/Weigh Stations. Security cameras are necessary in order to ensure the safety and security of both the personnel and equipment located at the Inspection/Weigh Stations located throughout the State. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. The remaining expenses will not be counted toward MOE.~~

~~It is important to note that two of those (the Richardson Inbound I/WS, located at MP 358 Richardson Hwy and the Tok I/WS, located at MP 1308 Alaska Hwy) have enclosed facilities that are used exclusively for the inspection of CMVs, thus utilized at 100% for MCSAP activities. A major proportion of the CMV inspections are conducted at the remaining facilities, including the busiest one at the Glenn Outbound I/WS, MP 11 Glenn Hwy, which do not have dedicated separate inspection facilities. Each of those sites lacking enclosed inspection facilities are utilized for at least 50% of MCSAP activities.~~

~~The funds requested will be used to upgrade and/or replace the security systems currently installed at the inspection/weigh stations that are nearing the end of their serviceable lives.~~

~~OIT Billing:~~

~~Office of Information Technology bills: EPR Telecommunications Services, EPR Computer Services, VPN, some software licensing & maintenance, etc.~~

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,274,731.00	\$224,951.00	\$1,499,682.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$224,951.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Chief, Commercial Vehicle Compliance	\$28,273.86	\$4,989.51	\$33,263.37	\$0.00
Statewide Supervisor (CVC I V)	\$25,820.45	\$4,556.55	\$30,377.00	\$0.00
Area Supervisors (CVC I IV)	\$41,643.73	\$7,348.89	\$48,992.62	\$0.00
Commercial Vehicle Compliance Inspectors (CVC I I, II, & III)	\$234,813.75	\$41,436.25	\$276,250.00	\$11,200.00
New Entrant CVC I (CVC I IV)	\$30,628.22	\$5,404.98	\$36,033.20	\$0.00
Program Coordinator	\$33,967.26	\$5,994.22	\$39,961.48	\$0.00
Grants Administrator III	\$28,571.26	\$5,041.99	\$33,613.25	\$0.00
Research Analyst	\$20,122.49	\$3,551.03	\$23,673.52	\$0.00
Administrative Support	\$5,579.15	\$984.55	\$6,563.70	\$0.00
Grants Administrator I/II	\$8,750.92	\$1,544.28	\$10,295.20	\$0.00
Salary Subtotal	\$458,171.09	\$80,852.25	\$539,023.34	\$11,200.00
CVC I Overtime	\$21,133.13	\$3,729.37	\$24,862.50	\$0.00
Overtime subtotal	\$21,133.13	\$3,729.37	\$24,862.50	\$0.00
Personnel total	\$479,304.22	\$84,581.62	\$563,885.84	\$11,200.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Chief, Commercial Vehicle Compliance	\$24,315.52	\$4,290.97	\$28,606.49	\$0.00
Statewide Supervisor (CVCI V)	\$22,205.59	\$3,918.63	\$26,124.22	\$0.00
Area Supervisors (CVCI IV)	\$35,813.62	\$6,320.03	\$42,133.65	\$0.00
Commercial Vehicle Compliance Inspectors (CVCIs I, II, & III)	\$201,938.75	\$35,636.25	\$237,575.00	\$8,848.00
NE Commercial Vehicle Compliance Inspector (CVCI IV)	\$26,340.27	\$4,648.28	\$30,988.55	\$0.00
Program Coordinator	\$29,211.84	\$5,155.03	\$34,366.87	\$0.00
Grants Administrator III	\$24,571.29	\$4,336.10	\$28,907.39	\$0.00
Research Analyst	\$17,305.34	\$3,053.88	\$20,359.22	\$0.00
Administrative Support	\$4,798.06	\$846.72	\$5,644.78	\$0.00
Fringe for CVCI Overtime	\$7,607.93	\$1,342.57	\$8,950.50	\$0.00
Grants Administrator I/II	\$7,525.79	\$1,328.08	\$8,853.87	\$0.00
Fringe Benefits total	\$401,634.00	\$70,876.54	\$472,510.54	\$8,848.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Travel	\$23,964.90	\$4,229.10	\$28,194.00	\$0.00
Training Travel	\$64,452.10	\$11,373.90	\$75,826.00	\$0.00
Routine Travel	\$18,827.50	\$3,322.50	\$22,150.00	\$0.00
Travel total	\$107,244.50	\$18,925.50	\$126,170.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Server Equipment Replacement	\$8,627.50	\$1,522.50	\$10,150.00	\$0.00
Equipment total	\$8,627.50	\$1,522.50	\$10,150.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Desktop Computers for Inspection/Weigh Stations	\$2,550.00	\$450.00	\$3,000.00	\$0.00
CVCi Laptop Computers	\$17,850.00	\$3,150.00	\$21,000.00	\$0.00
CVCi Mobile Printer/Scanners	\$1,700.00	\$300.00	\$2,000.00	\$0.00
CVCi Inspection Supplies	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Office Supplies	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
Inspection/Weigh Station All-in-One Printers	\$850.00	\$150.00	\$1,000.00	\$0.00
CVCi Uniforms/Safety Gear	\$15,325.50	\$2,704.50	\$18,030.00	\$0.00
IT Support Supplies	\$1,275.85	\$225.15	\$1,501.00	\$0.00
Transponders	\$19,125.00	\$3,375.00	\$22,500.00	\$0.00
Supplies total	\$70,151.35	\$12,379.65	\$82,531.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
International Road Dynamics (IRD)	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Contractual and Subaward total	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SEF - Fuel	\$8,314.47	\$1,467.25	\$9,781.72	\$0.00
SEF - Vehicle Fleet Costs (Operation & Maintenance)	\$39,100.00	\$6,900.00	\$46,000.00	\$0.00
CVSA Decals	\$1,530.00	\$270.00	\$1,800.00	\$0.00
Professional Memberships (CVSA, NORPASS, etc.)	\$19,380.00	\$3,420.00	\$22,800.00	\$0.00
Communications (landlines, wireless, data/networks, aircards, VPN, etc.)	\$17,850.00	\$3,150.00	\$21,000.00	\$0.00
Conference Room Rental	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Out-of-Service Criteria Books (shipping included)	\$1,224.00	\$216.00	\$1,440.00	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	\$1,564.00	\$276.00	\$1,840.00	\$0.00
HazMat 49 CFR 100-185 Books (shipping included)	\$884.00	\$156.00	\$1,040.00	\$0.00
Conference Registration Fees	\$2,805.00	\$495.00	\$3,300.00	\$0.00
Legal Services	\$7,012.50	\$1,237.50	\$8,250.00	\$0.00
Other Expenses	\$8,925.00	\$1,575.00	\$10,500.00	\$0.00
Software Licensing & Maintenance	\$15,300.00	\$2,700.00	\$18,000.00	\$0.00
Other Costs total	\$130,688.97	\$23,062.75	\$153,751.72	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$1,206,150.54	\$212,848.56	\$1,418,999.10	\$20,048.00
Indirect Costs	\$68,580.46	\$12,102.43	\$80,682.89	NA
Total Costs Budgeted	\$1,274,731.00	\$224,950.99	\$1,499,681.99	\$20,048.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,274,731.00	\$224,951.00	\$1,499,682.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$224,951.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$458,171.09	\$80,852.25	\$539,023.34	\$11,200.00
Overtime Subtotal	\$21,133.13	\$3,729.37	\$24,862.50	\$0.00
Personnel Total	\$479,304.22	\$84,581.62	\$563,885.84	\$11,200.00
Fringe Benefits Total	\$401,634.00	\$70,876.54	\$472,510.54	\$8,848.00
Travel Total	\$107,244.50	\$18,925.50	\$126,170.00	\$0.00
Equipment Total	\$8,627.50	\$1,522.50	\$10,150.00	\$0.00
Supplies Total	\$70,151.35	\$12,379.65	\$82,531.00	\$0.00
Contractual and Subaward Total	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Other Costs Total	\$130,688.97	\$23,062.75	\$153,751.72	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,206,150.54	\$212,848.56	\$1,418,999.10	\$20,048.00
Indirect Costs	\$68,580.46	\$12,102.43	\$80,682.89	NA
Total Costs Budgeted	\$1,274,731.00	\$224,950.99	\$1,499,681.99	\$20,048.00

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

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

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

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

State Certification declaration:

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

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

*The MCSAP lead does not perform the established 2004/2005 levels of effort as prescribed in Part 2-Crash Reduction and National Program Elements, 5-Traffic Enforcement section of the eCVSP. * The lead MCSAP agency does not conduct traffic enforcement, to include comprehensive and high visibility traffic enforcement, removing impaired drivers, drug interdiction, and criminal interdiction activities related to human trafficking. These activities are performed by the Department of Public Safety. * Alaska does not perform Compliance Reviews. *An open file request was submitted on February 5, 2019 to the Department of Law and the file was opened February 8, 2019. Draft documents amend the adopted hours of service regulations to incorporate the additional ELD regulations highlighted in the January 29, 2019 letter to Commissioner MacKinnon.

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

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

1. What is the name of your certifying State official? Seneca Freitag
2. What is the title of your certifying State official? Attorney IV
3. What are the phone # and email address of your State official? Number: (907) 269-5160 Email: seneca.freitag@alaska.gov

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

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

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

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

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

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

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB163	11/04/2018	AS 19.10.300 (f)	Corrected incompatible language relating to covered farm vehicles and school buses. Link: http://www.akleg.gov/basis/Bill/Detail/30?Root=SB0163#tab1_4

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

☒ Yes ☐ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
17 AAC 25.200 (a)	12/06/2018	Adopted Federal Regulations through October 1, 2016.
17 AAC 25.210	12/06/2018	Adopted Federal Regulations through October 1, 2016. Repealed revised Federal language. Removed language relating to motor carrier identification report and amended the update period for MCS-150s to 24 months.
17 AAC 25.220	12/06/2018	Adopted Federal Regulations through October 1, 2016. Includes an exemption for incidental driver.
17 AAC 25.250	12/06/2018	Amended definition to have more than 15 individuals.
17 AAC 25.900	12/06/2018	Added definition for B-train assembly, B-train length, and converter dolly and modify definition for cargo-carrying vehicle, cargo-carrying length, and trailer. Repeal definition for semitrailer.

STATE CAPITOL
P.O. Box 110001
Juneau, AK 99811-0001
907-465-3500
fax: 907-465-3532



550 West Seventh Avenue, Suite 1700
Anchorage, AK 99501
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Governor@Alaska.Gov

Governor Bill Walker
STATE OF ALASKA

August 5, 2016

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

Dear Mr. Smith:

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

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

Sincerely,


Bill Walker
Governor

cc: The Honorable Marc Luiken, Commissioner, Department of Transportation and Public Facilities


MEMORANDUM

State of Alaska Department of Law

TO: Katherine Hensley
Program Coordinator
DOT&PF MSCVE

DATE: 5/15/19

FILE NO.: 2019101902

FROM: Seneca T. Freitag 
Assistant Attorney General
Transportation Section

TEL. NO.: (907) 269-5120

SUBJECT: Annual Compatibility
Review

At the request of the Department of Transportation and Public Facilities (DOT&PF), Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE), I have conducted an annual compatibility review as required by 49 C.F.R. §350.331(b) and 49 C.F.R. §355.21. Last year my colleague, Michelle McComb, performed a similar comprehensive compatibility review and summarized her conclusions in a memorandum to you dated June 8, 2018.

The period of Ms. McComb's review concluded May 14, 2018. Therefore, the period of my compatibility review covers May 15, 2018 through May 13, 2019. In taking this approach I have made the following assumptions:

- Ms. McComb identified all federal/state compatibility issues in existence as of May 14, 2018;
- She reported them to MSCVE; and
- MSCVE has taken or will take appropriate action to resolve each of the incompatibilities identified by Ms. McComb.

First I reviewed a 1/29/19 letter from the Federal Motor Carrier Safety Administration (FMCSA) to DOT&PF identifying multiple areas of regulatory nonconformity. Then I verified which FMCSA regulations had been adopted between May 15, 2018 and May 13, 2019 via the Federal Register. I then confirmed that no federal statutory changes involving commercial vehicles had become law in that time period. I also reviewed the previous compatibility review conducted by my colleague. Finally, I compared the adopted FMCSA regulations with MSCVE's regulations as published in the Alaska Administrative Code, i.e., 17 AAC 25.010 et seq. This methodology identified the following regulatory changes impacting the compatibility of MSCVE regulations:

17 AAC 25.210

17 AAC 25.210 addresses the safe operation of commercial motor vehicles. It adopts by

reference the following federal regulations as they existed on October 1, 2016:

- 49 C.F.R. Part 381,
- 49 C.F.R. Part 385,
- 49 C.F.R. Part 387,
- 49 C.F.R. Part 390,
- 49 C.F.R. Part 391,
- 49 C.F.R. Part 392,
- 49 C.F.R. Part 393,
- 49 C.F.R. Part 396,
- 49 C.F.R. Part 397, and
- 49 C.F.R. Part 399.

Nearly all of the incorporated Parts have been revised in some way – primarily minor technical edits – by FMCSA since October 1, 2016. Accordingly, MSCVE should revise 17 AAC 25.210(a) so that it adopts by reference the most current version of these Parts, i.e. revised as of October 1, 2018. MSCVE has included this revision in its current regulation package that is expected to be published for public comment in May 2019.

17 AAC 25.220

17 AAC 25.220 addresses hours of service. It adopts by reference the following federal regulations as they existed on October 1, 2016:

- 49 C.F.R. Part 395.1,
- 49 C.F.R. Part 395.2,
- 49 C.F.R. Part 395.8,
- 49 C.F.R. Part 395.13, and
- 49 C.F.R. Part 395.15.

Part 395 has been revised by FMCSA since October 1, 2016. Accordingly, MSCVE should revise 17 AAC 25.220(a) so that it adopts by reference the most current version of this Part, i.e. revised as of October 1, 2018. MSCVE has included this revision in its current regulation package that is expected to be published for public comment in May 2019.

In addition, 17 AAC 25.220(d)(1) provides an exemption for certain drivers if, among other things, the driver operates a commercial motor vehicle "for which a commercial driver's license is not required under 49 C.F.R. Part 383, as revised as of October 1, 2016." 49 C.F.R. §383 has been revised since October 1, 2016. Accordingly, MSCVE should revise 17 AAC 25.220(d)(1) so that it requires compliance with the most current version of this Part, i.e. revised as of October 1, 2018. MSCVE has included a repeal of this subsection in its current regulation package that is expected to be published for public comment in May 2019.

Also, DOT&PF did not adopt other subsections of Part 395. Therefore, 17 AAC 25.220 is incompatible with 49 C.F.R. §395. MSCVE should revise 17 AAC 25.220(a) so that it adopts by reference the applicable remaining subsections of Part 395: 395.11 (supporting documentation) and 395.20-395.38 (electronic logging devices). MSCVE has included this revision in its current regulation package that is expected to be published for public comment in May 2019.

In 17 AAC 25.220(d), DOT&PF provides altered maximum hours of service for certain drivers. However, the maximum hours of service allowances in subsection (d) are incompatible with the maximum hours of service limitations provided for Alaska in 49 C.F.R. §395.1(h). MSCVE should revise 17 AAC 25.220(d) so that it is consistent with 49 C.F.R. §395.1(h). MSCVE has included a repeal of this subsection in its current regulation package that is expected to be published for public comment in May 2019.

17 AAC 25.230

17 AAC 25.230 addresses commercial motor vehicle inspections. Subsection (c) requires acceptance of inspections conducted in other states so long as the inspections were performed to equivalent standards. Effective June 18, 2018, 49 C.F.R. §396.23(a)(1) was amended to also require reciprocity for qualified inspections performed in a Canadian Province, the Yukon Territory, or Mexico.

In order to cure this incompatibility, MSCVE should revise 17 AAC 25.230(c) to include reciprocity for inspections performed in a Canadian Province, the Yukon Territory, or Mexico so that the regulation is consistent with 49 C.F.R. §396.23(a)(1). MSCVE has included this revision in its current regulation package that is expected to be published for public comment in May 2019.

Please contact me if I can provide further assistance.



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

June 26, 2019

In Reply Refer To: MC-CR
FY 2020 Pre-Award
AKDOT&PF

Mr. John MacKinnon, Commissioner
Alaska Department of Transportation and Public Facilities
2200 East 42nd Avenue
Anchorage, AK 99508

Dear Mr. MacKinnon:

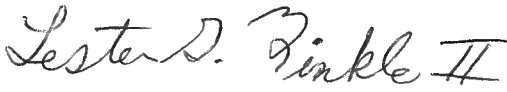
We are in receipt of the Alaska Department of Transportation & Public Facilities' (DOT&PF) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the Alaska DOT&PF's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2020. We do request that the Alaska DOT&PF notify FMCSA's Office of Civil Rights should it be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the Alaska DOT&PF to ensure that the Title VI Program Compliance Plan is updated with the additional information.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the Alaska DOT&PF is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the Alaska DOT&PF is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,


for Kennie J. May, Sr.
Director
Office of Civil Rights

Cc: Katherine Hensley, Program Coordinator II, Alaska DOT&PF
Tracey Lewellyn, Division Administrator, Alaska Division Office
Terry Boston, State Program Specialist, Alaska Division Office