



CALIFORNIA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2018 - 2020
Annual Update FY 2020**

Date of Approval: May 01, 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 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- 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

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

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

Instructions:

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

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

The mission of the California Highway Patrol (CHP) is to provide the highest level of Safety, Service, and Security. This is accomplished through five departmental goals:

Protect life and property – We make California a great place to live, work, and travel by reducing fatalities, injuries, and crime.

Provide superior service to the public and assistance to allied agencies – We are committed to providing first class customer service.

Enhance public trust through community outreach and partnerships – We model the Department's Professional and Organizational Values in every interaction.

Invest in our people – We develop and support our workforce to sustain a world-class organization.

Identify and respond to evolving law enforcement needs – We demonstrate leadership by addressing emerging trends.

Part 1 Section 3 - MCSAP Structure Explanation

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

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

Instructions:

Briefly describe the 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.

The Governor of the State of California has designated the CHP as the lead agency to administer the CVSP for which the MCSAP grant is being awarded. The CHP has the legal authority, resources, and qualified personnel necessary for the enforcement of the state CMV carrier and hazardous materials (HM) safety rules and regulations. The California Department of Motor Vehicles (DMV) administers the MCSAP requirement for registrants of CMVs to demonstrate, at the time of registration, knowledge of the Federal Motor Carrier Safety Regulations (FMCSR) and Federal Hazardous Materials Regulations.

The CHP conducts an allied agency class where CHP personnel train various California law enforcement allied agencies on topics such as: commercial registration, commercial driving under the influence (DUI), commercial driver license (CDL) requirements, weight laws, size laws, permit loads, vehicle equipment requirements, loading regulations, hours-of-service (HOS), and lighting laws. However, these California law enforcement allied agencies are not authorized as North American Standard (NAS) certified inspectors, as they are not MCSAP participating agencies. Additionally, the CHP maintains a comprehensive Commercial Enforcement Program (CEP) and is recognized as a national leader in CMV safety. Over the years, the CHP's CEP has evolved to include regulations promulgated by the FMCSA and procedures and protocols of the Commercial Vehicle Safety Alliance (CVSA). The guiding force in this evolution has always been the safe operation of CMVs as they traverse the state highways. The CHP's on-highway CEP incorporates two distinct approaches to enhance highway safety: education and enforcement.

COMMERCIAL VEHICLE ENFORCEMENT FACILITIES

There are currently 54 Commercial Vehicle Enforcement Facilities (CVEF) in 39 locations operating throughout the state. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Staffing levels at these facilities are based upon the operational objectives of the individual facility and related factors including facility classification, point of entry, command status, hours of operation, and enforcement needs.

MOBILE ROAD ENFORCEMENT

The CHP deploys 170 mobile road enforcement (MRE) officers (sworn personnel) responsible for regulating the operation and inspections of CMVs on highways and roadways not otherwise monitored by a CVEF.

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM FUNDED PERSONNEL

There is one sergeant, one officer, and three analysts who serve as coordinators for various functions of the MCSAP. These positions are assigned to Enforcement and Planning Division, Commercial Vehicle Section (CVS), located at CHP Headquarters in Sacramento, California. Adequate office space is dedicated for their use.

The 10 MRE MCSAP dedicated officers are assigned to CHP field Divisions and CVEF commands at strategic locations throughout California. The MRE officers conduct on-highway and rural road traffic enforcement and inspections of CMVs. The MRE officers, commercial enforcement officers, motor carrier specialists (MCS) (non-sworn personnel), and commercial vehicle inspection specialists (CVIS) (non-sworn personnel) are involved in the inspection of CMVs during strike force operations. The MRE officers also conduct migrant worker transportation inspections and traffic enforcement of non-CMV drivers for unsafe operation around CMVs. Adequate office space is provided at each assigned location to allow for the processing of required MCSAP documentation.

All personnel working within California's MCSAP are existing full-time employees of the CHP. The following is a list of position classifications and assignments funded and dedicated 100 percent to the MCSAP:

Number	Title
1	Sergeant CVS
1	Officer (CVS)
10	Officer (MRE)
1	Associate Accounting Analyst
1	Senior Accounting Officer
1	Supervising Program Technician II
5	Program Technician II
1	Information Technology Specialist I (ITSI)
3	Associate Governmental Program Analyst (AGPA)
1	Staff Services Analyst (SSA)
Number	Border Enforcement
3	Sergeant
11	Officer
15	CVIS

Part 1 Section 4 - MCSAP Structure

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

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

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	CALIFORNIA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	1177
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	572
Traffic Enforcement Activities	148
Investigations*	276
Public Education and Awareness	48
Data Collection and Reporting	68
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 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

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

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

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

Trend Analysis for 2012 - 2016

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			
01/01/2015	12/31/2015	313	0.09	0.09
01/01/2014	12/31/2014	325	0.08	0.10
01/01/2013	12/31/2013	295	0.07	0.09
01/01/2012	12/31/2012	284	0.08	0.09
01/01/2011	12/31/2011	296	0.08	0.09

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: Other

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

FMCSA Motor Carrier Management Information System (MCMIS), run date of 07/06/2017.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	17	20	17
01/01/2015	12/31/2015	22	22	22
01/01/2014	12/31/2014	39		39
01/01/2013	12/31/2013	38	24	38
01/01/2012	12/31/2012	23	26	23

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: Other

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

Statewide Integrated Traffic Records System (SWITRS)

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	2		2
01/01/2015	12/31/2015	5		5
01/01/2014	12/31/2014	5		5
01/01/2013	12/31/2013	10		10
01/01/2012	12/31/2012	5		5

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

FMCSA Analysis & Information data, Run date of 07/06/2017, <https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>. California's SWITRS, run date 07/10/2017

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

In 2015, there were 313 fatalities involving large trucks and/or buses in California. Since 2013, California's fatalities have increased from 295 to 325 in 2014 and 313 in 2015. The increase in the number of fatalities in 2013 and 2014 was due, in part, to three singular bus collisions involving 22 fatalities. California's 2015 rate for CMV related fatalities was 0.09 per 100 million VMT, a decrease of 0.01 from California's 2014 rate of 0.10.

PASSENGER CARRIER CRASHES

As shown on page 9, California's number of bus fatalities decreased from 39 in 2014 to 17 in 2016. However, bus fatalities increased from 23 in 2012 to 38 in 2013 and 39 in 2014. The increase in the number of bus fatalities in 2013 and 2014 was due, in part, to three singular bus collisions involving 22 fatalities. In 2015, bus fatalities decreased to 22 and in 2016 to 17. The CHP has developed an active passenger vehicle (PV) inspection program with a goal of enhancing passenger carrier safety in California. Through this program, the CHP conducts inspections on passenger CMVs and drivers at stations, highway rest areas, terminals, border crossings, maintenance facilities, planned destinations, or other locations where a motor carrier may make a planned stop that provides reasonable accommodations for passengers. Due to the necessity to limit the time a PV is delayed during an inspection, the PV becomes a priority vehicle and every effort is made to inspect the vehicle as quickly as possible. The safety and comfort of passengers traveling on a PV which is placed Out-of-Service (OOS) is a priority when selecting the OOS location. The CHP did not establish a goal in 2014 for motorcoach/passenger carrier crashes.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL

The CHP is responsible for incident command at HM incidents which occur within departmental jurisdiction. This responsibility includes safeguarding those at the scene, the motoring public, and all other potential victims on or off the highway. Additional responsibilities include an awareness of the potential danger an incident may pose to surrounding water, land, and air, and consideration of what steps should be taken to mitigate the danger. Enforcement personnel are trained to manage operations at an emergency scene in a timely and professional manner. The CHP will continue its collision reduction efforts through CMV inspections; traffic enforcement; public outreach and education; and passenger and HM transportation safety. The CHP did not establish a goal for 2012 through 2017 for fatality HM crashes.

Narrative Overview for FY 2018 - 2020**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.**ALL CMV CRASHES**

The CHP has established a goal of 0.082 fatalities per 100 million VMT in 2018-2020. Additionally, the CHP realizes DUI enforcement has been effective in reducing fatal collisions. Truck-at-fault fatal and injury collisions with a primary collision factor (PCF) of DUI of alcohol and/or drugs has increased. The following table shows an analysis of truck-at-fault fatal and injury collisions from 2012 to 2016:

Truck-At-Fault Collisions	2012	2013	2014	2015	2016
---------------------------	------	------	------	------	------

PCF: Driver Alcohol/Drugs - Fatal	2	4	4	2	6
PCF: Driver Alcohol/Drugs - Injury	44	22	28	51	50
TOTAL	46	26	32	53	56

The CHP will track and report the number of drivers who were determined to be DUI and evaluate these statistics obtained through the strike force summary sheets quarterly. Monitoring will be accomplished through monthly and quarterly statistical reports (strike force summaries) collected by the MCSAP grant coordinator and included in the quarterly reports to the FMCSA. An evaluation will be noted in the number of drivers identified to be DUI during MCSAP funded strike force operations. Additionally, the CHP will conduct four NAS Level I inspection training classes and two Allied Agency Commercial Enforcement training classes.

PASSENGER CARRIER CRASHES

According to data obtained from MCMIS through FMCSA's Web site, the number of bus fatalities in California has decreased from 39 in 2014 to 22 in 2015 and 17 in 2016. Additionally, the number of fatal and non-fatal bus crashes in California declined from 1,068 in 2013, to 1,035 in 2014. In 2015, the number of fatal and non-fatal bus crashes increased to 1,106. California will continue its effort to reduce PV fatalities and crashes. For the CHP to succeed in bus crash reduction, it is necessary to continue an active PV inspection program, with the focus on enhancing passenger carrier safety in California. This will be accomplished by continuing to train personnel on PV inspections and increasing MCSAP-funded bus strike forces. The CHP has established a goal of no more than 19 fatalities for the calendar year 2018.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL

California has experienced an increase in the number of HM carriers. According to the CHP Hazardous Materials Licensing Unit, California issued 5,122 licenses in 2015 and 5,835 in 2016. This increase demonstrates a potential for an exposure to an HM incident and HM related traffic collisions on California highways. Therefore, the CHP will concentrate efforts to diminish the possible occurrence of increased HM incidents and HM related traffic collisions. During the 2016 MCSAP grant cycle, the CHP trained 210 personnel to conduct HM, cargo tank (CT)/radiological materials (RAM), other bulk packages inspection (OBPI), and Level VI inspections. The CHP will continue its HM collision reduction efforts through HM inspections. This will be accomplished by MCSAP-funded strike forces and training classes. The CHP will deploy personnel trained to perform HM inspections during MCSAP-funded strike forces. The CHP has established a goal of no more than 5 fatalities for the calendar year 2018 involving HM with release/spill.

Enter the data source and capture date:

FMCSA Analysis & Information data, Run date of 07/06/2017, <https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>. California's SWITRS, run date July 11, 2017

Projected Goal for FY 2018 - 2020:

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
2018	3
2019	3
2020	3

CMV CRASHES: The CHP has established a goal of 0.082 fatalities per 100 million VMT in 2018-2020 and reduce the number of DUI commercial truck-at-fault fatal and injury traffic collisions. PASSENGER CARRIER CRASHES: The CHP has established a goal of no more than 19 fatalities for the calendar year 2018. HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL: The CHP has established a goal of no more than 5 fatalities for the calendar year 2018 involving HM with release/spill.

Program Activities for FY 2018 - 2020: 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.

CMV CRASHES:

Program Activity 1: The CHP will conduct a total of 480 MCSAP-funded CMV, non-CMV, HM, CT/RAM, Migrant Worker Transportation, Cone Zone, and bus related strike force operations statewide for 2018-2020, during which all drivers will be screened for DUI. The CHP personnel performing enforcement activities will focus on violations. These strike force operations will include high collision corridors.

Program Activity 2: The CHP will conduct four NAS Level I training classes.

Program Activity 3 - The CHP will conduct three Allied Agency Commercial Enforcement training classes.

Program Activity 4 - The CHP will participate in CVSA events: Brake Safety Week, International Roadcheck, Brake Safety Day, and Operation Safe Driver Week.

PASSENGER CARRIER CRASHES:

Program Activity 1: The CHP will conduct 70 MCSAP-funded bus strike forces (including small [10-15 passenger] buses) statewide.

Program Activity 2: The CHP will conduct three PV inspection classes, with an emphasis on the enforcement of driver-focused inspections and OOS criteria.

Program Activity 3: The CHP will conduct 30 MCSAP-funded Migrant Worker Transportation strike forces in high density agricultural counties.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL:

Program Activity 1: The CHP will conduct 70 HM strike forces with an emphasis on CT/RAM carriers transporting HM in appropriate vehicles statewide.

Program Activity 2: The CHP will conduct the following classes: three general hazardous materials inspection, three CT/RAM, one OBPI, and one Level VI.

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.
CMV CRASHES:

Performance Measurement 1: The CHP will track and report the number of drivers who were determined to be DUI and evaluate these statistics obtained through strike force summary sheets quarterly. Monitoring will be accomplished through monthly and quarterly statistical reports (strike force summaries) collected by the MCSAP grant coordinator and included in the quarterly reports to the FMCSA. An evaluation will be noted in the number of drivers identified to be DUI during MCSAP-funded strike force operations.

Performance Measurement 2: NAS Level 1 - Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. The data will be reported on a quarterly basis to the FMCSA.

Performance Measurement 3: Allied Agency Commercial Enforcement - Each completed class roster will be submitted and reviewed by the CHP, CVS training unit. The CHP will record the number of students completing training for each class. The data will be reported on a quarterly basis to the FMCSA.

Performance Measurement 4: The CHP will participate in CVSA events in 2018-2020. The statistics obtained during each event will be collected and included in the MCSAP quarterly reports to the FMCSA.

PASSENGER CARRIER CRASHES:

Performance Measurement 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Measurement 2: Each completed class roster will be submitted and reviewed by the CHP, CVS Training Unit. The CHP will record the number of students completing training for each class. This data will be reported on a quarterly basis to the FMCSA.

Performance Measurement 3: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions to the MCSAP grant coordinator at the conclusion of each strike force event. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL:

Performance Measurement 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing the statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Performance Measurement 2: Each completed class roster will be submitted and reviewed by the CHP, CVS training unit. The CHP will record the number of students completing training for each class. This data will be reported on a quarterly basis to the FMCSA.

Part 2 Section 3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	257231	286957	318454	337413	271807
Level 2: Walk-Around	33176	36949	43033	52228	65932
Level 3: Driver-Only	124706	125651	122141	106469	78381
Level 4: Special Inspections	5446	5430	5057	4531	5516
Level 5: Vehicle-Only	62573	61744	68663	67056	68065
Level 6: Radioactive Materials	2	1	5	6	6
Total	483134	516732	557353	567703	489707

Narrative Overview for FY 2018 - 2020**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 CHP currently has 54 CVEFs in 39 locations operating throughout the state. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Facility staffing levels at these sites are based upon the operational objectives of the individual facility and related factors. These factors include facility classification, command status, hours of operation, and enforcement needs. Additionally, the CHP deploys 170 MREs throughout the state for roadside enforcement.

The CHP conducts inspections of CMV drivers to ensure they are in compliance with the most current, applicable state and federal regulations. During these inspections, commercial enforcement personnel are able to detect if commercial drivers are under the influence of alcohol and/or controlled substances. All CHP personnel are provided quarterly and in-service training. These classes provide basic training to detect drivers impaired by alcohol and/or controlled substances. Each CHP patrol unit and CVEF has preliminary alcohol screening devices readily available for alcohol screening of CMV drivers. When a CHP employee makes a traffic enforcement stop on a CMV, at minimum, a Level III inspection is conducted.

The state's objective is to ensure all motor carriers are registered pursuant to federal and/or California laws and regulations, as appropriate. Additionally, appropriate enforcement action will be taken against motor carriers who are not appropriately registered;

motor carriers whose registration is suspended, revoked, or canceled; or when a motor carrier is operating beyond the scope of its registration. Appropriate enforcement action will also be taken against interstate motor carriers who are not in compliance with the Unified Carrier Registration. Training is provided for officers/inspectors to check the operating authority status of every vehicle inspected. California uses multiple databases within Iteris InSPECT to identify out-of-state carriers; origins and destinations; and vehicle identification number (VIN) data to enforce federal OOS orders. Enhanced training is included in the CHP departmental Level I inspection training course. The state will maintain diligent enforcement of federal OOS orders during roadside inspections and traffic enforcement activities. Additionally, CHP policy provides guidelines for checking the existing operating authority. During the data quality process, all challenges and inspections are reviewed to ensure compliance with policy.

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. 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: CALIFORNIA HIGHWAY PATROL

Enter the total number of certified personnel in the Lead agency: 469

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	265100	6450	920	272470	49.93%
Level 2: Walk-Around	33770	1375	300	35445	6.49%
Level 3: Driver-Only	175680	4070	320	180070	33.00%
Level 4: Special Inspections	1520	95	40	1655	0.30%
Level 5: Vehicle-Only	24895	920	30275	56090	10.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	500965	12910	31855	545730	

MCSAP subrecipient agency

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

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2020:	0

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: CALIFORNIA HIGHWAY PATROL					
# certified personnel: 469					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	265100	6450	920	272470	49.93%
Level 2: Walk-Around	33770	1375	300	35445	6.49%
Level 3: Driver-Only	175680	4070	320	180070	33.00%
Level 4: Special Inspections	1520	95	40	1655	0.30%
Level 5: Vehicle-Only	24895	920	30275	56090	10.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	500965	12910	31855	545730	

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.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	55000	0	0	55000
Enter total number of certified personnel	469	0	0	469
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	56000	0	0	56000
Enter total number of certified personnel	469	0	0	469

Part 2 Section 4 - Investigations

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

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

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

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

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020**Instructions:**

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

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	0	0	0	0	0	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

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

The CHP does not conduct cargo tank facility reviews. However, the CHP will continue conducting terminal inspections of motor carriers from which one or more cargo tanks is operated as part of the CHPs Basic Inspection of Terminals (BIT) program. During 2018, the CHP conducted 144 terminal inspections of motor carriers whom operate cargo tanks resulting in 1,408 cargo tank inspections. Additionally, the CHP conducted 10,205 terminal inspections of motor carriers of property as part of the BIT program.

The inspected terminals were selected for inspection based upon their California Performance Safety Score (CPSS). The CPSS is derived from the FMCSA Safety Measurement System (SMS) Behavior Analysis and Safety Improvement Category (BASIC) percentiles. Generally, carriers with a BASIC percentile at or above the federal alert level will have all California terminals selected for inspection.

During a BIT inspection, a CHP MCS will inspect a sample of regulated vehicles, maintenance records, and driver records to determine if the motor carrier is in compliance with applicable motor carrier safety related statutes and regulations. If the motor carrier transports HM or hazardous waste, relevant hazardous materials transportation and employee training records will also be inspected. The CHP may use the CVSA Level I on-highway vehicle inspection reports to fulfill the terminal vehicle inspection sample requirements. However, the vehicle inspection must have been completed within 90 calendar days of the BIT inspection.

If each category is rated satisfactory, the composite terminal rating will be satisfactory, and the next inspection is based on the performance-based inspection selection system. If any category is rated unsatisfactory, the motor carrier is informed of the unsatisfactory condition, specific direction is given to correct the unsatisfactory condition, and a reinspection will be scheduled within 120 days to ensure the motor carrier has corrected the unsatisfactory condition.

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

investigation program, as well as outputs.

California shows all BIT terminals requiring inspections through our Carrier Information Reporting and Evaluation System (CIRES) program. The BIT terminals requiring inspections are shown in CIRES as CPSS, Hazardous Materials, never before inspected, unsatisfactory rated, and conditional rated terminals. The CPSS terminals requiring inspections are updated every month with information from the FMCSA system. The CHP's Commercial Vehicle Section (CVS) periodically distributes overdue lists of terminals requiring inspections to all CHP Division Motor Carrier Safety Units (MCSU). Additionally, our CHP Division MCSUs submit monthly reports to the CHP CVS with all BIT terminals completed.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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 2012 - 2016**Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	129430	129430
01/01/2015	12/31/2015	21121	21121
01/01/2014	12/31/2014	529931	181156
01/01/2013	12/31/2013	523831	188641
01/01/2012	12/31/2012	534130	208973

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2016	12/31/2016	1411262	1411262
01/01/2015	12/31/2015	19834	19834
01/01/2014	12/31/2014	1640186	1668292
01/01/2013	12/31/2013	2796884	764668
01/01/2012	12/31/2012	2845694	753818

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

All of this data was provided by the CHP's Support Services Section. When a CHP commercial enforcement program uniform employee makes a traffic enforcement stop on a CMV, at minimum, a Level III inspection is conducted. However, CHP uniform employees not assigned to the commercial enforcement program make traffic enforcement stops on CMVs as well. These employees don't always conduct an inspection of the CMV and driver. In addition, allied agencies within California also make traffic enforcement stops on CMVs. These traffic enforcement stops don't always include an inspection of the CMV and driver as well. The CHP does not have the ability to query the number of traffic enforcement stops on CMVs, conducted by CHP employees, and determine how many of these traffic enforcement stops included an inspection of the CMV and driver. Additionally, the CHP does not have the ability to obtain this information in regards to traffic enforcement stops on CMVs conducted by allied agencies. Number of Documented CMV Traffic Enforcement Stops with an Inspection: The data submitted for 2012-2014 with this eCVSP, as well as past eCVSPs, was the total number of inspections conducted on CMVs not only during traffic enforcement stops, but at fixed facilities as well. The data provided for 2015 is the number of CHP 2015s, Noticed to Appear, issued as a result of traffic enforcement stops on CMVs. The data provided for 2016 is the total number of citations (CHP 2015s and CHP 281s, Notice to Correct) issued as a result of traffic enforcement stops on CMVs. Number of Citations and Warnings Issued: The data submitted for 2012-2014 with this eCVSP, as well as past eCVSPs, is the total number of CHP 215s issued as a result of all CMV inspections conducted statewide. The data provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on CMVs. The data provided for 2016 is the total number of citations (CHP 215s and CHP 281s) issued as a result of traffic enforcement stops on CMVs. Number of Documented Non-CMV Traffic Enforcement Stops: The data submitted for 2012-2014 with this eCVSP, as well as past eCVSPs, was the total number of CHP 215s, CHP 281s, motorist services, and warnings issued to the drivers of all vehicles statewide. The data provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on non-CMV. The data provided for 2016 is the number of CHP 215s and CHP 281s issued as a result of traffic enforcement stops on non-CMV. Number of Citations and Warnings Issued: The data submitted for 2012-2013 with this eCVSP, as well as past eCVSPs, is the total number of CHP 215s issued as a result of traffic enforcement stops on all vehicles statewide. The data provided for 2014 is the total number of citations (CHP 215s and CHP 281s) issued as a result of traffic enforcement stops on all vehicles statewide. The data provided for 2016 is the total number of citations (CHP 215s) issued as a result of traffic enforcement stops on non-CMV. The data provided for 2016 is the total number of citations (CHP 215s and CHP 281s) issued as a result of traffic enforcement stops on non-CMV. Due to the passage of Assembly Bill 953 in California, law enforcement agencies will soon begin collecting additional information from traffic enforcement stops and public contacts. The collection of this additional data is tentatively set to begin in January of 2018. The CHP currently collects data on the number of written and verbal warnings issued by uniform employees; however, the CHP can't query that data specific to types of vehicles. The CHP is currently researching methods in which we can extrapolate this data through software changes/updates.

Narrative Overview for FY 2018 - 2020

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](#).

Problem Statement 1: California's 2015 rate for CMV related fatalities is 0.09 per 100 million VMT. The CHP will establish a goal of 0.082 per 100 million VMT in 2018-2020. For California to meet this goal, it is imperative the CHP continue traffic enforcement activities. The CHP has continued to conduct comprehensive, highly visible traffic enforcement with an emphasis on problem areas such as high-risk corridors and PCFs. The CHP will accomplish this through the 480 strike forces conducted within California in remote areas and at various locations including, but not limited to, highways and high-collision corridors. The CHP will conduct strike force operations any day of the week ranging from 4 to 10 hours each, utilizing approximately 250 officers.

Problem Statement 2: The construction work zone process interrupts normal driving patterns and increases the risk of traffic collisions. Construction work zones, by their very nature, create changes in traffic patterns, narrowed traffic lanes, and involve large CMVs which often make sudden maneuvers in and out of the construction zone and into roadway traffic. This, coupled with drivers frustrated by traffic congestion and reduced work zone speed limits, can sometimes lead to aggressive driving, further increasing the risk of traffic collisions. Due to the difference in size and weight, traffic collisions between passenger vehicles (e.g., sedan, pickup truck, sport utility vehicle, motorcycle) and CMVs are more likely to result in serious injuries and fatalities.

Between the years of 2014 and 2016, California experienced an average of 60 fatalities within construction work zones. Additionally, an average of five to six construction workers were killed in each of the last three years, as indicated in the chart below.

Traffic collision data was obtained from the Fatality Analysis Reporting System. Worker fatality data was obtained from the Bureau of Labor Statistics.

Year	Fatal Collisions	Total Fatalities	Worker Fatalities
2014	57	64	5
2015	70	73	7
2016	54	61	5

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. 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 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	100000	100000	100000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	900000	900000	900000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	10000	10000	10000

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
545730	0	2401	548131	471542

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

Performance Objective 1: The CHP will perform strike force operations with the goal of reducing the 2015 rate of 0.09 CMV fatal crashes per 100 VMT in California to 0.082 during 2018 - 2020. Program Activity Plan 1: The CHP will conduct 120 MCSAP-funded non-CMV strike force operations statewide. During these strike force operations CHP will emphasize the importance of safe operation around CMVs for the non-CMV driver. The PCFs of alcohol/drug; unsafe speed; following too closely; wrong side of the road; improper passing; unsafe lane change; improper turning; and automobile right-of-way violations attributed to fatal truck involved collisions and injury truck involved collisions in 2015. Performance Measurement Plan 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring and Reporting 1: Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA. Performance Objective 2: The CHP's goal is to obtain a measurable decrease in the number of injury and fatal traffic collisions occurring within marked construction work zones. A proactive approach to construction work zone safety is critical in the reduction of injury and fatal traffic collisions within construction work zones. The CHP will gather data on the number and types of traffic violations occurring within construction work zones. Program Activity Plan 2: The CHP will conduct 80 high-visibility strike force operations throughout California. During these strike force operations, employees will be deployed within as well as immediately before and after construction work zones. Employees will focus on primary collision factors, including, but not limited to: driving under the influence of alcohol/drugs, unsafe speed within 400 feet of a construction work zone, following too closely, unsafe passing, unsafe lane change, and right-of-way violations such as the "Move Over" law. Additionally, strike forces may be coordinated in conjunction with the Construction/Maintenance Zone Enhanced Enforcement Program operations to enhance the safety of the motoring public, California Department of Transportation employees, and CHP employees within highway construction work zones. Performance Measurement Plan 2: The strike force operation activities will be measured through strike force summary reports, submitted by Divisions, and compiled by the MCSAP grant coordinator. The grant coordinator will collect measurable data which will be analyzed to determine if the enforcement activities were effective in reducing the number of violations occurring within construction work zones. Additionally, traffic collision data will be measured through data collected from the SWITRS and FARS, and will be included in the MCSAP reports. Monitoring and Reporting 2: Monitoring will be accomplished by reviewing the data gathered through strike force summaries collected by the MCSAP grant coordinator. An evaluation of strike force activity will be provided based on the number of operations conducted quarterly and submitted in a quarterly report to FMCSA.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

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	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:

California Department of Motor Vehicles

Narrative Overview for FY 2018 - 2020

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.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation

in PRISM.

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.

The California Department of Motor Vehicles (DMV) Registration Operations Division (ROD) is requesting resources of \$330,000 via the California Highway Patrol (CHP), lead state agency, beginning in federal FY 2020. Funding resources will be utilized to cover 1) contractual costs for the maintenance/support and modifications to DMV's International Registration Plan (IRP) system used for registering apportioned commercial vehicles and 2) travel costs to attend the Performance Registration Information Systems Management (PRISM) workshop in support of PRISM program activities.

I. Problem Statement

Apportioned vehicle registration systems must be adequately maintained to evolve and comply with PRISM registration requirements 1-15 and maintain ITD core requirements. Regular database maintenance and modifications are vital for continued IRP registration processing and maintaining compliance with PRISM and core ITD functions. Timely and accurate data exchanges with federal systems are essential for registration and enforcement efforts. It allows for accurate record keeping and promotes commercial motor vehicle safety. Periodic modifications to DMV IRP systems are necessary to ensure information technology infrastructure and systems stay in alignment with federally imposed changes. The DMV's IRP systems must evolve to support policy changes directed by federal agencies and balloted IRP changes impacting PRISM processes and ITD functions.

II. Project Goal(s) and Objectives

To maintain alignment with the intent of the PRISM program, DMV continues to identify motor carriers and hold them responsible for the safety of their operations from a registration perspective. Carrier performance is improved through a comprehensive system of identifications, data gathering, safety monitoring and treatment. The main goal of DMV's project is to cover IRP database maintenance/support and modification costs in keeping with PRISM program activities. The requested resources will further support and enrich DMV's existing PRISM program by aligning program administration with the goal to promote commercial motor vehicle safety. Lastly, this request is in alignment with DMV's service goal to improve roadway safety through internal programs and partnerships by enhancing the quality, completeness, timeliness, and uniformity of safety data and the sharing among federal, state, and local agencies and stakeholders.

III. Work Plan

Project Goal Statement: This project will address DMV operational costs to support continue IRP registration processing, federal data exchanges, and enhanced PRISM and ITD program activities. An adequately maintained IRP database is vital to support PRISM program requirements and will promote a more efficient Compliance, Safety, Accountability (CSA) Program to support and enrich DMV's PRISM program by better aligning program administration with FMCSA's goal of promoting commercial motor vehicle safety.

Database Maintenance and Support

The intent of the PRISM program is to link federal motor carrier safety information systems with state commercial vehicle registration and licensing systems. Requested resources will address maintenance costs for DMV's IRP vehicle registration database impacting PRISM processes. This is in alignment with existing national PRISM program priorities and would support DMV's PRISM program activities and ensure sufficient support services are provided for its information system. Maintenance services include:

- Ensure daily registration processing and support corresponding data exchanges to/from FMCSA
- Database management
- Data correction assistance
- Monitor DMV's infrastructure connectivity
- Assist DMV with periodic PRISM baseline reporting
- Help desk support
- Troubleshooting support

System Modifications

- The DMV's IRP system must evolve to comply with policy and procedural changes mandated by the federal government and the IRP Board of Directors (e.g., IRP balloted changes). Requested resources will address contractual costs for IRP system modifications to support and enhance PRISM and ITD activities. Modifications will improve data quality and consistency related to registration, fees, and safety data shared among member jurisdictions. IRP system changes include maintaining:

- Interfaces and data exchanges with federal systems (PRISM/SAFER/CVIEW)

(For example, Amazon Web Services, FMCSA/SAFER uploads and downloads; T0020/21/22/41 etc)

- IRP system to comply with policy and procedural changes (PRISM/SAFER/CVIEW)

(For example, Unified Registration System, maintaining suspension types; MCSIP Steps, etc.)

- IRP Clearinghouse compliance (ITD)

Travel

The PRISM workshop is an annual forum for stakeholders at the federal and state level who administer commercial motor carrier regulatory programs. Interactive discussions include topics focused on PRISM programs, state compliance, best practices, technology solutions, and enforcement strategies.

Estimated Award Date: September 1, 2020

Activity/Milestone	Timeframe	Estimated Start	Estimated Completion	Estimated Outcome
Travel	Award + TBD	TBD	TBD	Attendance will support PRISM program participation to improve public safety through external partnerships from the transportation regulatory community.
Contractual Services- Database Maintenance & Modifications	Award + 23 months	October 2019	September 2021	Contractual services will support: -continued IRP registration processing -federal interfaces & data exchanges (PRISM/SAFER /CVIEW) -policy and procedural changes (PRISM/SAFER /CVIEW) -enhanced PRISM program activities
Contractual Services- Database Modifications	Award + 23 months	October 2019	September 2021	Contractual services will support: -core ITD program activities

IV. Evaluation or Monitoring Plan

Proposed Strategy	Project Activity Measure:	Data Source	Communicating Results	Responsible Party /Agency
Travel	PRISM	Best Practices	To: DMV/CHP How: Quarterly Grant Reporting	ROD-Registration Policy & Development via CHP
Database Maintenance & Modifications	PRISM	Best Practices Contractor	To: DMV/ Contractor How: Status Meetings, Monthly Status Reports	ROD-Registration Policy & Development via Contractor
Database Maintenance & Modifications	ITD	Best Practices Contractor	To: DMV/ Contractor How: Status Meetings, Monthly Status Reports	ROD-Registration Policy & Development via Contractor

V. Organizational Capacity

California has a population of approximately 40 million people. The DMV's mission is to serve the public by providing quality licensing and motor vehicle-related services. The DMV employs approximately 9,700 people to support its main function of licensing drivers and registering vehicles. On an annual basis, the DMV registers approximately 35 million vehicles and licenses approximately 26 million drivers.

Other major functions performed by the DMV include:

- Recording ownership (certificate of title) of the vehicles the DMV registers
- Maintaining driving records (accidents and convictions) of licensed drivers
- Issuing identification cards for individuals
- Registering and recording ownership of vessels
- Licensing and regulating driving and traffic violator schools and their instructors
- Licensing and regulating vehicle manufacturers, transporters, dealers, distributors, vehicle salespeople, and dismantlers
- Administering the Financial Responsibility Law
- Investigating consumer complaints
- Maintaining records in accordance with the law

The DMV collects and tracks nearly \$11 billion in revenue each year. These funds are then distributed to

- Local governments and environmental agencies
- State agencies and departments including CHP, Caltrans, California Air Resources Board, Department of Justice, and DMV
- California's General Fund

The IRP is a registration reciprocity agreement currently comprised of 59 jurisdictions in the United States and Canada. California has participated in this agreement since 1985. IRP allows commercial motor carriers to pay apportioned registration fees based on the total distance operated in two or more IRP jurisdictions. The base jurisdiction calculates and collects the license fees that are due to all jurisdictions where the registrant will travel and issues operating indicia (plates, validation stickers, and registration

cards) valid in those IRP jurisdictions. The California IRP program is one of many programs administered by the DMV. Currently, the IRP program supports the registration related activity of approximately 23,000 CA based carriers.

The IRP database maintenance and support coincides with DMV's strategic goals of aligning DMV products, services, and resources with current and evolving customer needs by ensuring the DMV's database is technically compliant with PRISM Program requirements related to vehicle registration.

This project aligns with DMV's Strategic Business Plan by relying on internal programs to improve the quality, completeness, timeliness, and uniformity of safety data and partnerships with other safety-related government agencies and stakeholders to help make California roadways safe.

Previous Projects

- i. IRP System Replacement Project- DMV replaced its IRP system as the previous processing system was antiquated and in need of replacement. The state was unable to achieve key requirements of the program and was losing revenue due to system inefficiencies and limitations. To accommodate the DMV's needs, a Commercial-Off-The Shelf (COTS) software package was purchased and customized for California-specific requirements, and interfaces to accounting and mainframe vehicle databases were created. In August 2008, the \$3 million project was successfully deployed.
 - ii. Performance and Registration Information Systems Management (PRISM) Implementation Project- DMV was the lead agency in a collaborative effort with the CHP. The PRISM originated as a pilot project mandated by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. The goal was to explore the benefits of using State commercial vehicle registration sanctions as an incentive to improve motor carrier safety. Congress authorized funding through the Transportation Equity Act for the 21st Century (TEA-21) to expand PRISM nationally. The IRP commercial vehicle registration process of the states provides the framework for the PRISM program. It establishes a system of accountability by ensuring that no vehicle is plated without first identifying the motor carrier responsible for the safety of the vehicle during the registration year. Through PRISM, information system connections between participating IRP vehicle registration agencies and the FMCSA provide the ability to check the safety status of motor carriers prior to issuing or renewing IRP registration. In July 2009, the \$1.250 million project (PZ-CA-04-01) was successfully deployed in California. This project aligned DMV with the requirements of AB 2736 (Ch. 169; Stats. of 2006), as well as federal requirements (TEA-21) for apportioned vehicles. Under the PRISM program, the fundamental responsibilities of DMV include:
 - Suspending a motor carrier's IRP registration in conjunction with an FMCSA order to cease interstate operation; and/or
 - Denying renewal of IRP registration to any motor carrier that is prohibited from operating in interstate commerce by the FMCSA.
 - i. Eliminate the Registrant Only Designation- The FMCSA issued, through the federal register, Vol. 76.54288, a requirement for all IRP jurisdictions to eliminate the use of USDOT numbers with a 'Registrant Only' designation such as non-shipper/non-carrier on their database systems effective September 1, 2012. Compliance required several database, system, and form changes to make IRP Account and Fleet-level entities have USDOT assignments optionally, as well as to review and revise current CA registrants. In November 2012, the \$164,000 project (FM-PZG-0016-12-01-00) was successfully implemented.
 - ii. Unified Registration System (URS) and PRISM procedural changes- As a result of Federal rulemaking effective October 23, 2015, the FMCSA requires registrants to submit required federal registration and biennial update information to the agency via a new electronic on-line Unified Registration System (URS). Biennial updates were already required of all interstate motor carriers, intermodal equipment providers (IEPs), and hazardous materials safety permit (HMSP) applicants. On and after October 23, 2015, brokers, freight forwarders, and cargo tank facilities under FMCSA jurisdiction will also be subject to federal reporting requirements.
- Other modifications included changes to PRISM implementation techniques. The amendment required modifications to the IRP system and procedural changes that URS imposed on DMV's issuance of credentials under the International Registration Program (IRP). Changes included eliminating the PRISM requirement to verify information that is currently submitted via FMCSA MCSA-1 forms. The current requirements involve both date validation (to ensure that the last date the carrier updated the MCSA-1 was within 24 months of the expiration date of the fleet) and certain qualifying attributes for USDOT entities. The DMV's vendor made several modifications to the core system and procedural flow, including changes to correspondence and reports. The \$100,000 project (FM-PZG-0038-14-01-00) was deployed successfully in June 2015.
- i. Data analytics and database maintenance- To support and enhance PRISM program activities. Funding resources will be utilized to improve motor carrier screening protocols and extend database maintenance/support costs for the PRISM component of DMV's IRP system. The \$135,000 project (FM-PZG-0057-15-01-00) is underway.
 - ii. Database maintenance and travel expenses - To support and enhance PRISM program activities. Funding resources were utilized to extend database maintenance/support costs for the PRISM component of DMV's IRP system and cover travel expenses to attend the PRISM workshop in Washington, D.C., June 2017. (FM-PZG-0066-16-01-00)

- iii. Database maintenance and application development costs- To support and enhance PRISM program activities. Funding resources were utilized to extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. (FM-MCG-0350-17)
- iv. Database maintenance and application development costs-To support and enhance PRISM program activities. Funding resources were utilized to extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. (FM-MCG-0406-18)

Regular budget, accountability, and internal program controls will be utilized to ensure the appropriate use of the federal resources being requested. Program accountability and evaluation will include meetings, monthly budget and expenditure reviews, and monitoring. Staff will provide quarterly reports to FMCSA regarding program operations, as applicable.

The Project Manager is assigned and a core team is organized using DMV Subject Matter Experts. Weekly project status meetings are held with management to stay informed of any issues that arise. In addition, administrative meetings/discussions are also held periodically with program staff to discuss updates on project progress, expenditures, and invoices. Further, the IRP system vendor is contractually required to provide on a monthly basis, written status reports with the current status and future activities planned.

The DMV is contracted with Legatus Solutions Corporation (LSC) which is headquartered in Herndon, Virginia, and provides maintenance and support services including software modifications. LSC provides professional services in the areas of information technology system modernization and support for automated processing systems. They deliver enterprise IT and network services; data, and knowledge management services; business system solutions; logistics and material readiness. The specific software designed and successfully installed at DMV is Legatus Solutions' MCARRIER™ software toolkit. The major system functions include support for the (IRP) and corollary functions of PRISM and SAFER. MCARRIER™ includes support for credential inventories of various items, cab card and license presentation, interfaces, and worklist/workflow roles according to DMV specific business rules. Interfaces were also developed to interact with existing vehicle registration, accounting, and federal systems.

In addition to the contract vendor staff, other DMV project staff includes:

Andrew Conway, Authorized Designated Official (Authorized signer) - Authorized to sign agreements
 Denise Burroughs, Program Director (Program Manager) - Provides daily oversight
 Lee Beck, Financial Officer (Grants Manager) - Administers grant program finances
 Suk Boyd (Grant Administrator) - Provides daily grant program support

VI. Issue Mitigation

The DMV has contractual mechanisms in place to ensure problems that may arise are mitigated successfully; namely monthly reporting, payment stipulations, and service/support. First, the vendor maintaining the IRP system is contractually required to provide monthly status reports which outlines work completed, work planned next, significant issues encountered, and any solutions implemented or proposed. All proposed tasks need DMV approval prior to the vendor beginning any work through the Deliverable Expectation Document (DED) process. Upon conclusion, contract work is submitted for DMV review and approval or rejection through the use of the Deliverable Acceptance Document (DAD). The DMV has sole determination as to whether a deliverable has been successfully completed and is acceptable. Signed acceptance is required from the DMV's Contract Manager before processing an invoice for payment. Further, DMV is not obligated to pay for any services provided during a period for which the contractor has not provided status reports or timesheets. Lastly, should issues arise after task implementation and payment is made, the DMV has a maintenance contract it can utilize which includes 24/7 maintenance services/support for system related issues. The vendor has a proven track record of responding to identified system issues and constraints by responding quickly with solutions that allow for continued operational efficiency in the processing of CA IRP vehicle registrations.

Part 2 Section 7 - Public Education and Outreach

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

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

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

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	613	893	1027	1034	1732
CMV Safety Belt Education and Outreach	293	453	547	602	834
State Trucking Association Meetings	14	15	26	24	24
State-Sponsored Outreach Events	10	13	17	25	48
Local Educational Safety Events	51	65	87	70	108
Teen Safety Events	642	1070	826	610	312

Narrative Overview for FY 2018 - 2020

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.

A major component of crash reduction is involvement in education to the CMV industry. Education is essential in continuing efforts to reduce CMV related fatalities. This objective is to inform CMV drivers about safely sharing the highways and to educate the trucking industry about federal and state CMV/carrier inspection procedures. The CHP has a safety program for teen drivers discussing the hazards of driving. Additionally, the CHP conducts outreach to the farm labor vehicle community highlighting the importance of vehicle safety inspections, as well as education regarding the safe transportation of farm workers.

California will conduct 1000 educational seminars during 2018 - 2020. The seminars will provide information regarding the commercial vehicle inspection process and DUI information will be provided. Approximately 48 CHP personnel will be participating in public education and outreach activities.

Projected Goals for FY 2018 - 2020

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 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	800	800	800
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	800	800	800
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10	12	15
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	12	15	20
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	25	30	35
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	400	420	450

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

Performance Activity: California will conduct 1000 educational seminars during 2018-2020. The seminars will provide information regarding the commercial vehicle inspection process and DUI information will be provided. Approximately 48 CHP personnel will be participating in public education and outreach activities.

Performance Measurement: Each completed seminar summary sheet will be reviewed and submitted by the Division Commercial Industry Education Program (CIEP) coordinators and routed to the MCSAP grant coordinator. The number of educational seminars completed and attendees will be included in quarterly reports to FMCSA.

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

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

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

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	Good	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 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good			Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

July 6, 2017

Narrative Overview for FY 2018 - 2020

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.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

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

Performance Measurement 1: The CHP will use the following strategies to maintain the non-fatal crash completeness (NFCC) measure. The NFCC measure estimates how many non-fatal crash records each state should be reporting to the MCMIS and the range of reported non-fatal crash records. The CHP will monitor and evaluate the effectiveness of its CMV Safety Program Data Quality (DataQ) Objective.

Performance Monitoring 1: The CHP will review the paper and electronic crash forms to ensure all required data is being captured and that procedures for identifying crash reports are adequately being reported to the FMCSA. The CHP will review these items and report quarterly on the findings.

Performance Measurement 2: Through personnel overtime, with a concentration on inspection VIN accuracy, crash accuracy, and any record data quality to correct errors, SafetyNet Unit personnel will upload fatal and eligible accident reports to MCMIS within FMCSA's 90-day guideline with an average upload of 30 days or below.

Performance Monitoring 2: Measured through SafetyNet and MCMIS reports and reflected in the quarterly report. Monitoring will be accomplished through statistical reports collected by the MCSAP coordinator. An evaluation for non-match rates for accidents will be provided using their quarterly decreases/increases in percentages/upload days.

Performance Measurement 3: The CHP will participate in the FMCSA's DataQ system and comply with the ten-day national standard for reporting.

Performance Monitoring 3: Information obtained via MCMIS will be reviewed for timeliness and responded to accordingly. Monitoring will be accomplished through statistical reports collected by the MCSAP coordinator and included in the quarterly reports to the FMCSA.

Part 2 Section 9 - New Entrant Safety Audits

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

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

The 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 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	2853	2094	2631	3451	3434
Intrastate	0	0	0	0	0
Total Audits	2853	2094	2631	3451	3434

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 2018 - 2020

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 2018 - 2020

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 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	600	0	600	0	600	0
# of Safety Audits (Offsite)	1800	0	1800	0	1800	0
# Group Audits	0	0	0	0	1	0
TOTAL Safety Audits	2400	0	2400	0	2401	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 CHP, pursuant to the agreement with and under the auspices of the FMCSA, conducts New Entrant (NE) program safety audits on NE motor carriers in California. Completion of safety audits and contact with NE motor carriers during the first 18 months of operation helps determine the level of motor carrier safety management controls that are in place. Education and outreach efforts during the first 18-month period promote good compliance habits among carriers at the beginning of their highway transportation careers. Safety audits, as well as education and outreach efforts, help reduce the number of negligent and unsafe motor carriers operating within California.

The CHP worked with the FMCSA and representatives from five other states to develop an off-site safety audit process. The project was intended to reduce costs and times associated with conducting NE safety audits, increase the number of completed audits, and maintain or increase the positive safety effect of the NE program. The new program was implemented in the six states which participated in the process development in July 2013, including California. The new process has proven to be very effective in accomplishing the goals. As a result, nationwide rollout of the process is underway with an additional 19 new states currently incorporating the process into their NE program. It is expected the new process will be incorporated into the NE program to the remaining states by Federal Fiscal Year (FFY) 2018.

As reported in MCMIS, California safety auditors conducted an average of 3,759 safety audits per year during the past two FFYs (October 1, 2016, through September 30, 2018). During the same period, there was an average of 1,907 actions per year encompassing the following:

- Carrier operation-type changes.
- Completed inactivation requests.
- Failed safety audits.
- No-show appointments.

- No-contact records.

The CHP currently has approximately 61 safety auditors statewide to conduct NE safety audits. Training is provided to ensure a sufficient number of safety auditors are available to conduct NE safety audits. The CHP anticipates training additional certified NE safety auditors through an initial auditor certification course, if necessary.

During this grant period, in-service training will be conducted, if necessary, to familiarize safety auditors with the following curriculum by the National Training Center:

- ~~New pilot project objectives, which became effective July 15, 2013. How the proposed new process fulfills the requirements in Title 49, Code of Federal Regulations (CFR), Parts 385.309 and 385.311.~~
- Changes in safety audit requirements from the Moving Ahead for Progress in the 21st Century Act.
- Required training related to the proper application of the FMCSR.
- New Entrant Safety Assurance Program (NESAP) policies and procedures for conducting safety audits.
- New Mobile Client Application software.

Activity Plan for FY 2018 - 2020: 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.

California has a unique threefold approach to the program: conducting enforcement, providing education/training, and utilizing advanced technology. This methodology will be accomplished by conducting field safety audits; training current and new safety audit personnel on the proper application of the FMCSRs; and utilizing wireless network connection devices. ~~Additionally, California has approximately 70 safety auditors statewide to conduct NE safety audit activities.~~

The CHP anticipates conducting one group audit over the course of two days.

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.

California's approach has been effective in enhancing public safety and reducing the number of crashes and fatalities involving large trucks and commercial buses. California expects to continue its approach for FFY 2020. Due to the improving economic climate, there are more motor carriers subject to NE requirements. For this reason, California anticipates an increase of NE motor carriers and in the number of safety audits required to be conducted.

In order to maintain certification and as required by federal regulations, each auditor must complete 24 audits in a 12-month period at least 6 of which must be onsite audits. The requirement to complete 24 safety audits and 32 roadside inspections will remain the same. New safety auditors will have up to the last day of the next performance cycle to complete a minimum of 6 supervised onsite safety audits, and the remaining 18 may be supervised onsite or offsite safety audits. The 32 roadside inspections remain unchanged. California expects current certified safety auditors to maintain their certification and the CHP anticipates conducting 2,400 safety audits through the NE program for FFY 2020. California Highway Patrol personnel must conduct NE safety audits only on federally-funded overtime.

Part 2 Section 10 - Border Enforcement

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

The 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 2012 - 2016

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	34332	15964	27535	14563	14234
Level 2: Walk-Around	3769	1639	3930	1398	1975
Level 3: Driver-Only	12336	8460	7513	8577	8206
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	50437	26063	38978	24538	24415

Narrative Overview for FY 2018 - 2020

☐ The State chooses not to engage in border enforcement activities in FY 2018 - 2020. 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 2018 - 2020

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 2018 - 2020 - Border Enforcement			
	FY 2018	FY 2019	FY 2020
Number of International Commerce Regular CMV	22000	22000	22000
Number of International Commerce HM	10	10	10
Number of International Commerce Passenger	10	10	10
Total International Commerce Inspections	22020	22020	22020
Number of Fixed Facility International Inspections	22000	22000	22000
Number of Non-Fixed Facility International Inspections	20	20	20
Traffic Enforcement	30	30	30
Strike Force Activities (CMVs)	25	30	30
Strike Force Activities (Passenger CMVs)	30	35	35

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.

The goals for the three rows titled Traffic Enforcement, Strike Force Activities (CMVs), and Strike Force Activities (Passenger CMVs) were reduced to zero for FY 2019 and FY 2020. The CHP mistakenly entered data within these cells during the submission of the 2018 CVSP. Due to the manner in which these activities are worded within the above table, the CHP is not sure what data is being requested. The CHP requested clarification from FMCSA, but after reviewing the eCVSP, the representative from FMCSA was also not sure what information was being requested. The CHP's understanding of the data requested for the label concerning Traffic Enforcement and Strike Force Activities CMV/PV is the number of strike forces being conducted.

The CHP does not conduct, gather, or report any data to FMCSA that is worded in this manner. However, the CHP does conduct Traffic enforcement, CMV Strike forces, and PV Strike Forces. International Motorcoach Inspections, traffic enforcement of CMVs on High Crash Corridors with enforcement focused on International Commerce, and International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings.

The BE's goal is to conduct International Motorcoach Inspections, CMV traffic enforcement within High Crash Corridors with enforcement focused on International Commerce, Traffic Enforcement on High Crash Corridors dedicated to unsafe driving of CMV, HM/CT vehicles, and International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings. These strike forces will focus on conducting safety inspections of CMVs engaged in international commerce. The strike forces will be conducted within high collision corridors and at remote sites away from border crossings, but within Imperial and San Diego counties; including, but not limited to: Interstate (I)-5, I-805, and I-8, as well as the cities of San Ysidro, Otay Mesa, Chula Vista, San Diego, El Centro, and Calexico.

The CHP's primary goal, as related to Border Enforcement (BE), is to reduce the number of CMV fatal collisions in California by ensuring CMVs involved in the cross-border movement of freight and passengers are in compliance with all state and FMCSA regulatory requirements.

Commercial Vehicle Section's Grants Unit obtained the total number of inspections performed in 2012 from SafetyNet database. The amount of inspections for 2012 is increasingly higher due to the data reflecting all of the inspections completed by Otay Mesa, Tecate, and Calexico CVEF personnel. The remaining years reflect inspections completed by grant funded designated personnel assigned to Otay Mesa, Tecate, and Calexico CVEFs.

~~The CHP did not track Level IV, Level V, and Level VI inspections for prior years. Starting with the 2017 grant, the CHP will track all Level IV, Level V, and Level VI inspections completed by grant funded personnel.~~

The CHP has integrated BE into the overall commercial program for the State of California, enhancing the state's existing MCSAP. Border Enforcement covers CMV safety, enforcement, and education activities in and around the California/Mexico border for the FFY 2018. The purpose of BE is to increase the number of NAS inspections on CMVs involved in foreign commerce and Mexico-based CMVs along the California/Mexico border area, targeting corridors where there is a significant amount of international traffic.

A major component of collision reduction is involving the CMV industry and the motoring public in education. The CHP will use education and training to assist in the reduction of the number of fatal collisions involving CMVs by providing officers/inspectors training and relevant information on issues pertaining to North American Free Trade Agreement (NAFTA). In addition, the CHP will provide education to Mexico-based carriers through the Mexican Commercial Industry Education Program (MCIEP) seminars.

The purpose of NAFTA training is to provide relevant information on issues pertaining to NAFTA and the current U.S./Mexico cross border program. Personnel are given instruction on the nuances related to operating authority and credentialing requirements specific to the U.S./Mexico cross border participants.

The purpose of MCIEP seminars is to educate the large number of Mexico-based CMV carriers and drivers entering California. Many of these carriers and drivers are not familiar with California's laws, rules, and regulations. Drivers unfamiliar with the rules of the road pose a danger on California's roadways. The uniform and nonuniform CHP employees who work daily with CMVs involved in international commerce (Calexico, Otay Mesa, and Tecate CVEFs) pass out brochures and provide information pertaining to the MCIEP. These companies are encouraged to participate in this bilingual educational opportunity to assist them in maintaining compliance with federal and state laws; and improve their commercial safety rating.

Border Enforcement will provide additional staffing required at Callexico, Otay Mesa, and Tecate CVEFs, enabling them to operate when the United States (U.S.) Customs and Border Protection is operational. The designated personnel will conduct inspections on CMVs and/or their drivers engaged in international commerce at the Callexico, Otay Mesa, and Tecate CVEFs. The goal is to designate 29 CHP employees to BE activities. All personnel working within California's BE (3 sergeants, 11 officers, and 15 CVISs) are existing full-time employees of the CHP.

Activity Plan for FY 2018 - 2020: Describe the specific activities planned to reach border enforcement goals.

The NAFTA training coordinators will conduct training classes for 30 CHP commercial enforcement personnel during the grant cycle. Each participant will complete a survey evaluating the NAFTA training class. Training for NAFTA will be for CHP personnel throughout the state. By request, the NAFTA training is provided by CHP field personnel. Travel may be necessary for the NAFTA training coordinators to conduct classes.

Officers and MCSs will conduct 35 MCIEP seminars, as requested by the public or scheduled by the CHP. Travel may be necessary for the MCIEP instructors to conduct MCIEP seminars. The MCIEP seminars will be given at the location requested by industry, and the information is updated for the specific needs of the carrier, as needed. Commercial enforcement personnel not specifically assigned to the international border are encouraged to promote the program to all companies, whether involved in international commerce or otherwise.

Conduct inspections on CMVs and/or drivers involved in foreign commerce. During the NAS inspections, the following status checks will be emphasized: CDL verification, vehicle registration, operating authority, and financial responsibility. The data from the NAS inspections will be collected by the BE coordinator and submitted to FMCSA in the quarterly reports.

Activity Objective 1: International Motorcoach Inspections

The CHP will conduct inspections of PVs engaged in international commerce at locations including, but not limited to: terminals; border crossings and destination locations; or other locations where a motor carrier may make a planned stop.

The CHP will conduct 35 PV strike force operations during the grant cycle. Border personnel will conduct 400 safety inspections of PVs with an emphasis on: CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance.

Activity Objective 2: High Crash Corridor

The CHP will conduct CMV enforcement activities (inspections and traffic enforcement) targeting high collision corridors where there is a significant amount of international traffic. Currently, the CHP does not gather data from traffic collisions involving CMVs regarding whether the CMV was involved in international commerce at the time. However, the CHP will focus efforts on high collision corridors including, but not limited to: I-5, I-805, and I-8. These freeways are located in and around the California/Mexico border, within Imperial

and San Diego counties.

The CHP will conduct 30 strike force operations on high collision corridors; 23 of which will be dedicated to performing safety inspections on CMVs. These strike forces will result in 450 inspections with an emphasis on: CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance. The FMCSA has identified oversight of CT operations as its primary HM enforcement vulnerability. Therefore, based on the higher level of risk when compared to the transportation of non-bulk HM, the CHP will focus on the maintenance and repair of CTs; as well as ensuring CT carriers are transporting HM in the appropriate vehicles. Additionally, the CHP will focus on driver behavior/unsafe driving including, but not limited to: DUI/impaired driving, unsafe speed, unsafe lane change, and following too closely.

Sergeants and officers will conduct a minimum of 7 strike force operations dedicated to the traffic enforcement for unsafe driving of CMV and HM/CT vehicles within high collision corridors. These strike force operations, focusing on driver behavior/unsafe driving, will result in citations, including, but not limited to, driving under the influence/impaired driving, unsafe speed, unsafe lane change, and following too closely. The increased strike force operations will result in an additional 85 inspections, and assist in the reduction of traffic collisions involving CMVs and HM/CT vehicles, protect lives, and prevent property damage.

Activity Objective 3: International Commerce

The CHP will conduct inspections of CMVs engaged in international commerce at remote sites where known international commerce activity occurs, in and around the California/Mexico border. These activities will be conducted, where there is no official border crossing facility, in and around the cities of Otay Mesa, San Ysidro, Chula Vista, San Diego, El Centro, and Calexico.

Border enforcement personnel will conduct 30 CMV and HM strike force operations at remote locations during the grant cycle. These strike forces will result in 500 inspections with an emphasis on CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance. The FMCSA has identified oversight of CT operations as its primary HM enforcement vulnerability. Therefore, based on the higher level of risk when compared to the transportation of non-bulk HM, the CHP will focus on the maintenance and repair of CTs; as well as ensuring CT carriers are transporting HM in the appropriate vehicles.

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.

The goal is to provide NAFTA training to 30 commercial enforcement personnel. These activities will be measured by the class rosters provided by the NAFTA training coordinator and will be forwarded to the BE coordinator for review. Monitoring will be accomplished by providing the BE coordinator the prescheduled class information for review. At the conclusion of the training, each participant will complete a survey evaluating the training provided by the NAFTA training coordinator, which will be forwarded to the BE coordinator for evaluation.

The goal is to conduct 35 MCIEP seminars during the grant cycle. These activities will be measured by reviewing the MCIEP summary reports submitted by Border Division, and will be compiled by the MCIEP coordinator and forwarded to the BE coordinator. The BE coordinator will review the MCIEP summaries to track the number of seminars. An evaluation will be provided based on the number of seminars.

The goal of the designated personnel at the Calexico, Otay Mesa, and Tecate CVEFs shall be to conduct 22,000 inspections on CMVs involved in international commerce. These activities will be measured through the data collected from designated personnel summary reports. Monitoring will be accomplished by reviewing the attendance reporting documents submitted by each designated employee. An evaluation will be provided based upon the statistical data provided in the designated personnel summary reports.

Performance Objective 1:

The strike force operation activities will be measured through strike force summary reports submitted by Border Division and compiled by the BE coordinator. ~~The 2018 BE measure is to conduct 35 PV strike force operations within the grant cycle.~~ Monitoring will be accomplished by reviewing the strike force summaries collected by the BE coordinator. An evaluation will be included on the quarterly reports to the FMCSA based on the number of strike force operations and safety inspections conducted.

Performance Objective 2:

The strike force operation activities will be measured through strike force summary reports submitted by Border Division and compiled by the BE coordinator. ~~The 2018 BE measure is to conduct 30 CMV and HM strike force operations within the grant cycle.~~ Monitoring will be accomplished by reviewing the strike force summaries collected by the BE coordinator. An evaluation will be included on the quarterly reports to the FMCSA based on the number of citations issued as well as strike force operations and safety inspections conducted.

Performance Objective 3:

The strike force operation activities will be measured through strike force summary reports submitted by Border Division and compiled by the BE coordinator. ~~The 2018 BE measure is to conduct 30 CMV and HM strike force operations within the grant cycle.~~ Monitoring will be accomplished by reviewing the strike force summaries collected by the BE coordinator. An evaluation will be included on the quarterly reports to the FMCSA based on the number of citations issued as well as strike force operations and safety inspections

conducted.

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 2018 - 2020).

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

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

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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

Enter your State's OOS Catch Rate percentage if below 85 percent: 58%

Projected Goals for FY 2018 - 2020: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2018	85
2019	85
2020	85

The CHP will increase the capture percentage from 58 to 85 percent for OOS carriers cited for violating the OOS orders during roadside inspections for the 2018 - 2020 grant cycles.

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to

identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

California will communicate with commands statewide to provide information and/or training to departmental personnel at in-service training classes. The CHP will request FMCSA reports to determine if OOS carriers are being identified during the inspection process and will report to Area commanders the number of inspections conducted where OOS carriers were not identified. The CHP will require Divisions to ensure commercial enforcement personnel have maintained access and utilize appropriate FMCSA information systems to check carrier status during the inspection process. The CHP will conduct statewide training on the proper use/detection of federal OOS orders utilizing key databases and Iteris InSPECT. Additionally, the CHP is working with Iteris to update their software to help identify and document OOS orders.

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

Performance Measurement: The state will maintain diligent enforcement of federal OOS orders during roadside inspections and traffic enforcement activities.

Performance Monitoring: California will monitor and report the number of inspections conducted on OOS carriers and the action taken on a quarterly basis. The information will be compared with the FMCSA provided report of OOS carriers inspected.

Part 3 Section 2 - Passenger Carrier Enforcement

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

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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

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

The CHP has not identified a significant passenger transportation safety problem. However, the CHP will continue conducting terminal inspections of passenger vehicle carriers as part of the CHPs comprehensive off-highway inspection program. During 2016, the CHP conducted 8,258 terminal inspections of passenger vehicle carriers.

The inspected terminals were selected for inspection based upon a statutory requirement that every terminal, from which a passenger vehicle is operated, be inspected at least once every 13 months. During a terminal inspection, a CHP MCS will inspect a sample of regulated vehicles, maintenance records, and driver records to determine if the motor carrier is in compliance with applicable motor carrier safety related statutes and regulations. The CHP may use the CVSA Level I on-highway vehicle inspection reports to fulfill the terminal vehicle inspection sample requirements. However, the vehicle inspection must have been completed within 90 calendar days of the terminal inspection.

If each category is rated satisfactory, the composite terminal rating will be satisfactory. If one or more category is rated unsatisfactory, the motor carrier is informed of the unsatisfactory condition and specific direction is given to correct the unsatisfactory condition. Consequently, an unsatisfactory terminal safety rating is assigned and a reinspection will be scheduled within 120 days to ensure the motor carrier has corrected the unsatisfactory condition.

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018, 2019 and 2020 must also be included.

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

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

Part 3 Section 3 - State Specific Objectives – Past
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No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 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 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 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.

In the 2016 CVSP the following activities were completed towards the state specific crash reduction goal: three GHMI classes, two PV inspection classes, three CT/RAM classes, four Level I classes, one Level VI Advance Radiological Transportation class, and one OBPI class were conducted; all drivers were screened for DUI during inspections; all bus, HM, CMV, non-CMV, and traffic enforcement strike force operations were completed and goals achieved. During strike force operations all drivers were monitored for the use of a cellular telephone, texting while driving, and DUI. The following CVSA events were conducted: Operation Air Brake on May 4, 2016, Roadcheck 2016 on June 7 - 9, 2016, Brake Safety Week on September 11 – 17, 2016, and Operation Safe Driver on October 16 - 22, 2016.

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

To maintain the goal of 0.08 fatalities per 100 million VMT in 2016, as well as reduce the number of DUI commercial truck at-fault fatal and injury traffic collisions.

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

The fatality rate for California increased from 0.08 in 2014 to 0.09 in 2015. The 2016 Fatality Analysis Reporting System (FARS) data for VMT fatalities is unavailable. The 2015 FARS data, run date of 03/16/2017.

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

California's fatalities per 100 million VMT increased from 0.08 in 2014 to 0.09 in 2015. The increase in the number of fatalities in 2015 was due, in part, to two commercial vehicle collisions involving 6 fatalities.

Part 3 Section 4 - State Specific Objectives – Future

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

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

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the 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 2018 - 2020. 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	\$18,683,340.00	\$3,297,058.00	\$21,980,398.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$3,297,058.00
MOE Baseline:	\$114,571,579.71

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):	\$3,297,058.00
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Overtime Costs budgeted must be equal to or less than the 15 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Commercial Vehicle Inspection Specialist (CVIS)	15	100.0000	\$62,223.81	\$933,357.15	\$793,353.60	\$140,003.55	\$0.00
Officer	22	100.0000	\$150,448.45	\$3,309,865.90	\$2,813,385.96	\$496,479.94	\$0.00
Sergeant	4	100.0000	\$183,009.81	\$732,039.24	\$622,233.36	\$109,805.88	\$0.00
Information Technology Specialist I (ITSI)	1	100.0000	\$97,336.37	\$97,336.37	\$82,735.91	\$14,600.46	\$0.00
Associate Accounting Analyst	1	100.0000	\$86,365.12	\$86,365.12	\$73,410.36	\$12,954.76	\$0.00
Senior Accounting Officer	1	100.0000	\$82,242.32	\$82,242.32	\$69,905.97	\$12,336.35	\$0.00
Associate Governmental Program Analyst (AGPA)	3	100.0000	\$82,242.32	\$246,726.96	\$209,717.91	\$37,009.05	\$0.00
Staff Services Analyst (SSA)	1	100.0000	\$68,392.75	\$68,392.75	\$58,133.84	\$10,258.91	\$0.00
Supervising Program Technician II	1	100.0000	\$56,864.17	\$56,864.17	\$48,334.54	\$8,529.63	\$0.00
Program Technician II	5	100.0000	\$50,313.49	\$251,567.45	\$213,832.32	\$37,735.13	\$0.00
MOE Personnel	1	0.0000	\$112,070,769.94	\$0.00	\$0.00	\$0.00	\$112,070,769.94
Subtotal: Salary				\$5,864,757.43	\$4,985,043.77	\$879,713.66	\$112,070,769.94
Overtime Project Costs							
CVIS Overtime	1	100.0000	\$330,920.51	\$330,920.51	\$281,282.44	\$49,638.07	\$0.00
Officer Overtime	1	100.0000	\$2,803,306.49	\$2,803,306.49	\$2,382,810.52	\$420,495.97	\$0.00
Motor Carrier Specialist I (MCSI) Overtime	1	100.0000	\$1,465,127.86	\$1,465,127.86	\$1,245,358.68	\$219,769.18	\$0.00
Office Services Supervisor II Overtime	1	100.0000	\$24,033.45	\$24,033.45	\$20,428.43	\$3,605.02	\$0.00
AGPA Overtime	1	100.0000	\$50,419.20	\$50,419.20	\$42,856.32	\$7,562.88	\$0.00
ITSI Overtime	1	100.0000	\$1,743.53	\$1,743.53	\$1,482.00	\$261.53	\$0.00
Associate Information Systems Analyst Overtime	1	100.0000	\$1,913.91	\$1,913.91	\$1,626.82	\$287.09	\$0.00
SSA Overtime	1	100.0000	\$1,233.01	\$1,233.01	\$1,048.06	\$184.95	\$0.00
Supervising Program Technician II Overtime	1	100.0000	\$1,025.32	\$1,025.32	\$871.52	\$153.80	\$0.00
Program Technician II Overtime	1	100.0000	\$18,261.18	\$18,261.18	\$15,522.00	\$2,739.18	\$0.00
Office Technician Overtime	1	100.0000	\$20,489.04	\$20,489.04	\$17,415.68	\$3,073.36	\$0.00
Sergeant Overtime	1	100.0000	\$1,393,949.53	\$1,393,949.53	\$1,184,857.10	\$209,092.43	\$0.00

Subtotal: Overtime				\$6,112,423.03	\$5,195,559.57	\$916,863.46	\$0.00
TOTAL: Personnel				\$11,977,180.46	\$10,180,603.34	\$1,796,577.12	\$112,070,769.94
Accounting Method:	Cash						

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

The salaries used are the current base salary rates. The salaries of uniform and nonuniform personnel are expected to increase within the grant cycle.

The overtime amount is calculated at approximately 35 percent of the total grant award of \$21,870,647.18. California respectfully requests to exceed the 15 percent overtime cap established by the U. S. Department of Transportation (DOT), FMCSA's Cost Eligibility for MCSAP Overtime in the MCSAP Comprehensive Policy version 3.1 (March 2018). In an effort for California to continually meet or exceed the MCSAP grant goals and objectives, it is critical for California to exceed this overtime cap and establish an overtime cap of approximately 35 percent for the 2018 - 2020 MCSAP grants. The CVSP Proposed Budget outline indicates the CHP anticipates utilizing 35 percent in grant funded overtime funds to accomplish these grant goals. Due to increases in commercial personnel salaries it is necessary to raise the overtime funding requested in order to reach the grant goals conducting 480 MCSAP-funded CMV, non-CMV, HM, CT/RAM, Migrant Worker Transportion, Cone Zone, and bus related strike forces and 1,000 CIEP. The CHP believes this request will provide California an increased ability to improve safety, maximize our enforcement resources, and help reduce the 100 million VMT fatality rate.

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
Associate Accounting Analyst	64.9460	100.0000	\$88,092.43	\$57,212.50	\$48,630.63	\$8,581.87	\$0.00
Senior Accounting Officer	64.9460	100.0000	\$83,887.17	\$54,481.36	\$46,309.15	\$8,172.21	\$0.00
AGPA	64.9460	100.0000	\$251,661.50	\$163,444.07	\$138,927.46	\$24,516.61	\$0.00
SSA	64.9460	100.0000	\$69,760.60	\$45,306.71	\$38,510.71	\$6,796.00	\$0.00
Supervising Program Technician II	64.9460	100.0000	\$58,001.45	\$37,669.62	\$32,019.18	\$5,650.44	\$0.00
Program Technician II	64.9460	100.0000	\$256,598.79	\$166,650.65	\$141,653.05	\$24,997.60	\$0.00
Information Technology Specialist I Overtime	7.6500	100.0000	\$1,778.43	\$136.04	\$115.64	\$20.40	\$0.00
Associate Information Systems Analyst Overtime	7.6500	100.0000	\$1,952.16	\$149.34	\$126.94	\$22.40	\$0.00
SSA Overtime	7.6500	100.0000	\$1,257.65	\$96.21	\$81.78	\$14.43	\$0.00
Supervising Program Technician II Overtime	7.6500	100.0000	\$1,045.88	\$80.00	\$68.00	\$12.00	\$0.00
Program Technician II Overtime	7.6500	100.0000	\$18,626.41	\$1,424.92	\$1,211.18	\$213.74	\$0.00
Office Technician Overtime	7.6500	100.0000	\$20,898.82	\$1,598.75	\$1,358.95	\$239.80	\$0.00
Sergeant	76.7050	100.0000	\$746,680.03	\$572,740.91	\$486,829.79	\$85,911.12	\$0.00
Officer	76.7050	100.0000	\$3,376,063.15	\$2,589,609.23	\$2,201,167.86	\$388,441.37	\$0.00
Office Services Supervisor II Overtime	7.6500	100.0000	\$24,514.12	\$1,875.33	\$1,594.03	\$281.30	\$0.00
Information Technology Specialist I	64.9460	100.0000	\$99,283.10	\$64,480.40	\$54,808.34	\$9,672.06	\$0.00
Officer Overtime	1.4500	100.0000	\$2,859,372.41	\$41,460.89	\$35,241.77	\$6,219.12	\$0.00
Sergeant Overtime	1.4500	100.0000	\$1,421,828.28	\$20,616.51	\$17,524.04	\$3,092.47	\$0.00
CVIS Overtime	7.6500	100.0000	\$337,538.95	\$25,821.72	\$21,948.47	\$3,873.25	\$0.00
MCS I Overtime	7.6500	100.0000	\$1,494,430.46	\$114,323.93	\$97,175.34	\$17,148.59	\$0.00
AGPA Overtime	7.6500	100.0000	\$51,427.58	\$3,934.20	\$3,344.08	\$590.12	\$0.00
CVIS	64.9460	100.0000	\$952,024.31	\$618,301.70	\$525,556.46	\$92,745.24	\$0.00
MOE Fringe Benefits	100.0000	0.0000	\$77,363,692.62	\$0.00	\$0.00	\$0.00	\$77,363,692.62
TOTAL: Fringe Benefits				\$4,581,414.99	\$3,894,202.85	\$687,212.14	\$77,363,692.62

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

Benefits include the following for sworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Medicare. Sworn designated personnel fringe benefit rates are calculated at 76.705 percent and overtime benefit rates at 1.45 percent.

Benefits include the following for nonsworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Industrial Disability; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Old-Age, Survivors, and Disability Insurance and Medicare. Nonsworn designated personnel fringe benefit rates are calculated at 64.946 percent and overtime benefit rates at 7.65 percent. The cognizant agency for California is the FMCSA and the FMCSA has approved the indirect cost rate of 12.34 percent. The indirect cost rate of 12.34 percent includes the Statewide Cost Allocation Plan as determined by CHP. The total salary or overtime rate, multiplied by the fringe benefit rate is multiplied by the indirect cost rate.

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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
MOE Travel	0	0	0.0000	\$0.00	\$0.00	\$0.00	\$212,480.79
National Training Center	7	25	100.0000	\$24,117.65	\$20,500.00	\$3,617.65	\$0.00
In-State, General Hazardous Materials Training	40	5	100.0000	\$36,548.24	\$31,066.00	\$5,482.24	\$0.00
In-State, CT/RAM Training	48	10	100.0000	\$52,941.18	\$45,000.00	\$7,941.18	\$0.00
CVSA Committee Meetings, Annual Conference and Safety Symposium	5	26	100.0000	\$24,705.88	\$21,000.00	\$3,705.88	\$0.00
MCSAP Planning Meeting and Grants Management Training	6	4	100.0000	\$10,588.24	\$9,000.00	\$1,588.24	\$0.00
North American Inspectors Championship (NAIC) Challenge	2	7	100.0000	\$8,235.29	\$7,000.00	\$1,235.29	\$0.00
CVSA HM Meeting	2	6	100.0000	\$11,764.71	\$10,000.00	\$1,764.71	\$0.00
Carrier Information Reporting and Evaluation System (CIRES)	1	10	100.0000	\$2,941.18	\$2,500.00	\$441.18	\$0.00
CVSA Data Management, Quality and FMCSA Systems Training	14	5	100.0000	\$35,882.35	\$30,500.00	\$5,382.35	\$0.00
In-State, OBPI Training	23	5	100.0000	\$23,811.76	\$20,240.00	\$3,571.76	\$0.00
In-State, Level VI Training	15	5	100.0000	\$23,529.41	\$20,000.00	\$3,529.41	\$0.00
In-State, Motorcoach Training	40	5	100.0000	\$59,294.12	\$50,400.00	\$8,894.12	\$0.00
In-State, Commercial Refresher Train-the-Trainer	15	5	100.0000	\$20,705.88	\$17,600.00	\$3,105.88	\$0.00
In-State, Data Quality Improvements	10	5	100.0000	\$24,117.65	\$20,500.00	\$3,617.65	\$0.00
In-State, Instructor Training / Meeting	19	5	100.0000	\$24,117.65	\$20,500.00	\$3,617.65	\$0.00
In-State, Commercial Training Meeting	5	23	100.0000	\$24,988.24	\$21,240.00	\$3,748.24	\$0.00
Miscellaneous MCSAP-Related In-State Travel	34	5	100.0000	\$46,564.71	\$39,580.00	\$6,984.71	\$0.00
In-State, Instructors Department & Allied Classes	20	5	100.0000	\$17,647.06	\$15,000.00	\$2,647.06	\$0.00
In-State, CIEP Travel	24	5	100.0000	\$23,529.41	\$20,000.00	\$3,529.41	\$0.00
In-State, Strike Force	15	5	100.0000	\$17,647.06	\$15,000.00	\$2,647.06	\$0.00
Miscellaneous MCSAP - Related Out of State travel	17	5	100.0000	\$28,823.53	\$24,500.00	\$4,323.53	\$0.00
In-State, Level I training	65	20	100.0000	\$186,468.24	\$158,498.00	\$27,970.24	\$0.00
Electronic Logging Device (ELD) Training	9	5	100.0000	\$24,705.88	\$21,000.00	\$3,705.88	\$0.00
Program Oversight	2	1	100.0000	\$11,764.71	\$10,000.00	\$1,764.71	\$0.00
MCIEP Travel	1	1	100.0000	\$2,352.94	\$2,000.00	\$352.94	\$0.00
NAFTA Travel	1	1	100.0000	\$3,529.41	\$3,000.00	\$529.41	\$0.00
Safety Audit Program Oversight	1	1	100.0000	\$70,588.24	\$60,000.00	\$10,588.24	\$0.00
Safety Audit Training	1	1	100.0000	\$35,294.12	\$30,000.00	\$5,294.12	\$0.00
National Traffic Law Center	1	4	100.0000	\$3,529.41	\$3,000.00	\$529.41	\$0.00
TOTAL: Travel				\$880,734.15	\$748,624.00	\$132,110.15	\$212,480.79

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

All of the amounts listed for travel costs are estimations of average travel costs.

Air Fare: \$1,100.00 out-of-state, \$550.00 in-state, or state vehicle utilized \$0

Lodging: \$175 (includes 10% hotel tax) out-of-state per day, \$99 (includes 10% hotel tax) in-state per day, or CHP Academy housing utilized \$0

Rental Car: \$42.00 per day or state vehicle utilized \$0

Parking: \$30 per day, if necessary

Employee per diem: \$46 per day

CVSA Meetings, Annual Conference and Safety Symposium - The CHP's participation in CVSA meetings, annual conference and safety symposium ensures that CHP's interests are considered in regard to CMV safety. The consistency in regulations enhances safety and promotes a positive business culture for the improved transportation of goods. Numerous high profile topics for both industry and enforcement personnel are discussed at these meetings and annual conference. Discussions include future rule making proposals and various topics covering regulations and pertinent changes affecting the CMV industry.

MCSAP Planning Meeting and Grants Management Training - Attendance and participation are vital in California's efforts to ensure associated requirements and goals for each grant are understood in order to facilitate continued funding for CHP grants. Grant coordinators will be trained on FMCSA policy changes; program and process updates; and submission requirements needed for the grant process.

NAIC Challenge - Attendance and participation at the NAIC ensures the CHP is consistent with statewide CMV safety, while identifying potentially perilous transportation processes and procedures. Training will provide a variety of CMV enforcement activities which are imperative to the success of California's CMV safety program including: driver's HOS, cargo securement, NAS OOS criteria, interview techniques, bulk packages, and general HM inspections. This information will ensure California's inspectors enforce commercial vehicle safety standards and regulation uniformly and effectively.

CVSA HM Meeting - The CHP participation in the HM Committee meeting provides technical expertise related to HM and transportation of dangerous goods in an effort to reduce incidents; and encourage uniformity and consistency in the application of the regulations. Additionally, the HM Committee maintains the NAS OOS Criteria related to HM, and works to harmonize HM enforcement with industry concerns and international developments.

CIRES - The primary purpose for this meeting is to discuss the statutory mandate to develop a carrier performance database inspection selection system for the BIT program and the incorporation of the FMCSA, along with the Safety Management System data. The meeting will determine all needs and actions necessary for Management Information System of Terminal Evaluations Records (MISTER) to interface with the federal databases, such as the data match between the MCMIS and the CHP's MISTER; determining how to rectify partial data matches between CHP and FMCSA data relative to the assignment of U. S. DOT numbers; and determining how to facilitate batch assignment of U. S. DOT numbers to California for assignment to California intrastate motor carriers.

CVSA Data Management, Quality and FMCSA Systems Training - Training is critical to equip personnel who manage SafetyNet data/reports/quality with the newest policies and procedures and provides an opportunity for states to share mutual motor carrier safety issues. The training will provide personnel with basic and advanced guidance to continue to effectively and efficiently support the State of California with uniform data processing and quality with inspections, crashes, data quality, and report management. Training will also provide information on security and privacy challenges which personnel were not trained on previously. A full understanding of the program and tools available to research, complete, and correct information is vital to the continued success of California's program. The workshop addresses existing problems and progress in FMCSA's resolution, and provides an opportunity to influence future information technology updates to incorporate California specific concerns and requirements into the SafetyNet program.

CSA Training - removed. Funds moved to Miscellaneous MCSAP Related In-State Travel.

ELD Training - The FMCSA is offering ELD training. This training is intended to help create a safer work environment for drivers, and make it more efficient to accurately track, manage, and share records of duty status data. An ELD synchronizes with a vehicle engine to automatically record driving time for easier and more accurate recording of hours-of-service.

Training Travel - Personnel may request reimbursement for lodging, per diem, and mileage when attendance is mandatory for departmental training.

CIEP, MCIEP and Strike Force Travel - Personnel may request reimbursement for lodging, per diem, and mileage when working a strike force, or presentations 50 miles out of their assigned area.

Miscellaneous Program oversight and meetings pertaining to the MCSAP, NESAP, and BE program by headquarters personnel.

NAFTA- This training is necessary for personnel to be trained on issues pertaining to commercial cross border traffic under the provisions within the NAFTA.

During the FFY 2020 NESAP grant cycle, it is estimated that the CHP will conduct in-service training courses for existing safety auditors and initial training classes to certify new safety auditors, if necessary. The majority of the training conducted utilizing NESAP funding will be scheduled at the most centralized location(s). Costs such as airfare and rental cars are not typical travel expenditures for this type of training. However, costs such as toll booths and employee per diem of approximately \$46 per day are typical when traveling more than 50 miles out of their assigned area. If the training is held at the CHP Academy, CHP personnel are mandated to lodge at the CHP Academy, in West Sacramento, to reduce expenditures. In rare cases, when there is no availability at the CHP Academy for personnel and no departmental vehicle available, staff may request reimbursement for lodging and mileage of their personal vehicle at the approved rate. Additionally, CHP personnel are sometimes required to travel when conducting safety audits. If the on-site audit location is more than 50 miles out of their assigned area, the employee will accrue travel costs. Costs such as airfare, lodging, parking, employee per diem, and/or taxi costs are the typical costs allowed for reimbursement. In all cases, a breakdown of costs is provided to management for review when seeking travel approval. When drafting the NESAP budget, the NESAP coordinator evaluates the preceding grant's travel expenditures. After the evaluation, the NESAP coordinator will discuss scheduled travel plans with section management to ensure adequate funds are available in the specific travel category of the grant.

National Training Center (NTC) - The NTC certifies instructors throughout the United States. The NTC requires new instructors to attend this two-week course in order to teach any NTC course. The CHP utilizes NTC instructors in Level I weeks A and B, General HM, CT/RAM, OBP, and PV inspections courses. The CHP instructors currently teach all of the Department's NTC courses.

National Traffic Law Center: The National District Attorneys Association (NDAA) requested the CHP at the National Traffic Law Center (NTLC) Regional Commercial Driver License (CDL) Safety Training Conference. This regional training will allow California to join other traffic safety partners such as sheriffs, state highway patrol, prosecutors, judges, court clerks, motor vehicle administrators, and other allied agency professionals with vested interests in CDL enforcement to discuss improvements in CMV safety through better enforcement, adjudication, and reporting of CDL violations.

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
MOE Equipment	1	\$263,414.69	0	\$0.00	\$0.00	\$0.00	\$263,414.69
CIEP Van	1	\$50,562.35	100	\$50,562.35	\$42,978.00	\$7,584.35	\$0.00
MRE Truck	1	\$54,620.00	100	\$54,620.00	\$46,427.00	\$8,193.00	\$0.00
Fluke Biomedical 451B Radiation Survey Meter	30	\$6,228.39	100	\$186,851.70	\$158,824.00	\$28,027.70	\$0.00
Bus Ramps	23	\$7,647.05	100	\$175,882.15	\$149,499.83	\$26,382.32	\$0.00
TOTAL: Equipment				\$467,916.20	\$397,728.83	\$70,187.37	\$263,414.69
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 CHP was awarded an additional \$93,291. Additional money was added to purchase more bus ramps, portable scales, and office supplies for CVS.

The CHP, Fleet Operations Section, is responsible for replacing enforcement vehicles when either damaged or a specific odometer reading is reached per CHP policy. During this grant cycle, the CHP anticipates purchasing one MRE vehicle and one **Commercial Industry Education Program (CIEP)** van. The MRE vehicles will be used by MCSAP-funded uniform personnel to perform MCSAP related duties including enforcement. The replacement CIEP van is necessary to transport CIEP training materials to CIEP presentations. The CIEP presentation materials consist of E-Z Ups, televisions, tables, pamphlets, and projector screens and other training materials. A CIEP presentation can be conducted at a rest area, truck show, commercial industry facility and at facilities while a strike force is being conducted. The initial cost of an MRE vehicle is \$44,927 plus equipment at \$9,693 for a total of \$54,620. The initial cost of a CIEP vehicle is \$45,231 plus equipment at \$5,331.35 for a total of \$50,562.35. Below is a breakdown of equipment cost for an MRE vehicle and CIEP van:

MRE Vehicle Equipment:

MRE Vehicle \$44,927.00

Scanner \$400.00

Radio/siren interface \$298.00
 Whelen White Fog Light-Emitting Diode Lights Wig Wag \$260.40
 Dual gun lock tub \$382.50
 Rear Partition \$300.00
 Prisoner barrier \$592.57
 Whelen roof light \$957.84
 Siren system \$225.00
 Mobile Digital Computer (MDC) hockey puck antenna \$59.00
 Outside mirror light kit \$304.20
 Push bumper lights \$231.07
 Trunk light \$202.00
 Dual prisoner eye bolts \$5.00
 Fire extinguisher bracket \$21.00
 Clear left and right spotlight \$221.24
 Exempt license plates \$0.00
 Push bumper wrap \$285.00
 Push bumper \$209.00
 External jumper plug \$31.98
 Map light \$20.00
 Radar hookups \$175.00
 Siren snow screen (if applicable) \$23.00
 Rear deck light package (slick top only) \$0.00
 MDC Display Mount System \$221.80
 Public Address Made Brackets \$936.50
 CB radio (K9 only) \$0.00
 Video recording system (If applicable) \$3,000.00
 Mobile Video Audio Recording System Items \$330.90
TOTAL \$54,620.00

CIEP VAN

CIEP Van \$45,231.00
 Kenwood TK690 radio \$2,000.00
 Shotgun brackets beneath rear seat \$100.00
 Fire extinguisher bracket \$21.00
 First aid kit and bracket \$59.00
 Computer data cable \$9.00
 Disguised radio antenna \$350.00
 Repeaters 825.00
 Scanner with remote volume \$425.00
 Equipment box (van) \$640.00
 Upholstered console w/12 volt power plug \$160.00
 Repeater magnetic mount antenna \$35.00
 Flashlight charger bracket \$45.35
 Modem antenna \$57.00
 Antenna switch box \$110.00
 Tint, rear and rear side windows \$175.00
 Trailer plug \$320.00
TOTAL \$50,562.35

FLUKE BIOMEDICAL 451B RADIATION SURVEY METER

The CHP is the agency responsible for the enforcement of hazardous materials transportation regulations, including the transportation of radioactive materials (RAM) throughout the State of California. Radioactive material shipments are composed of Highway Route Controlled Quantities (HRCQ), Non-HRCQ, and waste shipments of RAM. These RAM shipment inspections are conducted by CEP personnel assigned to both Commercial Vehicle Enforcement Facilities (CVEF) and MRE. During the 2018 calendar year and the months of January to April of 2019, CEP personnel conducted approximately 98 North American Standard RAM shipment inspections throughout California. While conducting RAM shipment inspections, CEP personnel utilize the Victoreen 450CHP ion chamber survey meter to verify compliance with hazardous material regulations. The Department's current equipment is deployed at CVEFs and with MRE personnel. Each officer assigned to the Department's CEP receives additional training in the use of the radiation detection equipment and the regulations governing the transportation of radiological materials. The current Victoreen 450CHP survey meters were purchased in 1994 and are nearing the end of their service life. The current survey meters are being returned 'unserviceable' at an increasing rate by the Department's calibration contractor. The ion chamber survey meter is the only equipment used by the Department capable of detecting alpha, beta, and gamma radiation for enforcement purposes and emergency response.

The Victoreen 450CHP is no longer manufactured and has been replaced by the Fluke Biomedical 451B Radiation Survey Meter. The Fluke Biomedical 451B Radiation Survey Meter has the same capabilities and operational ranges as the discontinued Victoreen

450CHP Survey Meter.

Over the next seven years, Commercial Vehicle Section (CVS) will be purchasing approximately 210 Fluke Biomedical 451B Radiation Survey Meters to replace the aging Victoreen 450CHP Survey Meters. It is anticipated the number of RAM shipments will increase for the following reasons:

- Title 49 of the Code of Federal Regulations, Section 385.415(b)(1), requires the inspection of vehicles transporting Class 7 (Radioactive) materials prior to a carrier transporting an HRCQ of Class 7 (Radioactive) material on the highway.
- Continued shipments of medical and industrial RAM on California highways.
- Anticipated shipments of transuranic waste to the Waste Isolation Pilot Plant facility from the national laboratories located within California.
- The anticipated shutdown and decommissioning of the last nuclear power plant within California.

Commercial Enforcement Program personnel will require new ion chamber survey meters. In order to fulfill this need, it will be required to purchase approximately 42 survey meters per year over the next seven years. Each Fluke Biomedical 451B Radiation Survey Meter costs approximately \$6,228.39. The purchase of 30 survey meters would cost approximately \$186,851.70 annually. The total estimate to purchase 210 survey meters over seven years is \$1,307,961.90.

The purchase of the Fluke Biomedical 451B Radiation Survey Meter is necessary to maintain the Department's RAM enforcement and detection program.

BUS RAMPS

The CHP inspects approximately 8,200 bus terminals annually. With the increasing number of low-profile buses, it is necessary to raise these vehicles off the ground to ensure proper clearance for an inspector to safely inspect the underside of the vehicles.

For some time, the CHP has relied on the Department's Cabinet Shop to build wooden bus inspection ramps for commercial inspectors to use for conducting passenger vehicle inspections throughout the state. Recently, new aluminum bus inspection ramps have been made available for purchase. These purpose-built aluminum bus ramps are portable, durable, tested, and engineered to safely support the weight of commercial vehicles. It is the CHP's policy to prohibit items commercially available to be manufactured by the Department's Cabinet Shop. Additionally, many of the current sets of wooden ramps are no longer functional and are in need of replacement due to wear and tear, and weather damage. Purchase of aluminum bus ramps will provide a higher level of safety and should last for many years. These bus ramps will be strategically stored at CHP locations within the state to allow for easy accessibility to commercially trained personnel assigned throughout the state. The purchase of aluminum ramps to replace older wooden ramps will be an investment in both traffic safety as well as California's infrastructure.

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
Misc Materials for MCIEP training and equipment for Border enforcement	1 Each	\$2,655.72	100.0000	\$2,655.72	\$2,257.36	\$398.36	\$0.00
Misc Office Supplies for NESAP	1 Each	\$11,762.79	100.0000	\$11,762.79	\$9,998.37	\$1,764.42	\$0.00
Office Supplies for CVS and Divisions	1 Each	\$4,284.46	100.0000	\$4,284.46	\$3,641.79	\$642.67	\$0.00
Office Supplies for SafetyNet	1 Each	\$4,901.96	100.0000	\$4,901.96	\$4,166.67	\$735.29	\$0.00
Training Supplies/other equipment	1 Each	\$33,635.76	100.0000	\$33,635.76	\$28,590.40	\$5,045.36	\$0.00
MOE Supplies	1 Each	\$264,250.82	0.0000	\$0.00	\$0.00	\$0.00	\$264,250.82
Toughbook Tablets	2 Each	\$3,921.57	100.0000	\$7,843.14	\$6,666.67	\$1,176.47	\$0.00
Portable Scales	26 Each	\$4,901.99	100.0000	\$127,451.74	\$108,333.98	\$19,117.76	\$0.00
TOTAL: Supplies				\$192,535.57	\$163,655.24	\$28,880.33	\$264,250.82

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

The CHP was awarded an additional \$93,291. Additional money was added to purchase more bus ramps, portable scales, and office supplies for CVS.

Office supplies CVS and Divisions: Office supplies (i.e., toner, paper, pencils, pens) and new monitors are necessary for conducting and processing MCSAP related activities. Printers are necessary for the MRE officers to provide a copy of a completed inspection to drivers/carriers. Monitors are necessary for conducting and processing MCSAP related activities.

Office supplies SafetyNet Unit: Office supplies (i.e., toner, paper, pencils, pens) are necessary for the SafetyNet Unit to conduct and process MCSAP related reports. Replacement computers are necessary within the SafetyNet Unit for daily work and for uploading required reports from FMCSA.

Training supplies/other equipment: Training supplies and other equipment (i.e., projectors, canopies, pencils, paper) are necessary for CIEP and MCIEP presentations and events. Due to the decrease in funding from FMCSA, a change in training supplies/other equipment was made.

Office supplies NESAP: Currently, when the NE supervisors are away from their normal work reporting location administering training, they are not equipped with a means to perform their job duties. The purchase of laptops and docking stations will allow them

to have access to New Entrant Web systems, Motor Carrier Management Information Systems, and CHP databases and files that are critical in providing program oversight and training. In addition, their current monitors are inadequate to access multiple Web sites and programs at the same time. Replacing the current monitors with larger, high quality dual monitors will allow them to access multiple Web sites and further facilitate administration of NESAP.

TOUGHBOOK TABLETS

Currently, the Department uses Consolidated Patrol Vehicle Environment (CPVE) systems in most of the MRE trucks. There are a number of MRE trucks which are "legacy" vehicles operating with a laptop and General Electric radio head. These trucks are assigned to commercial officers who conduct roadside inspections and on-highway enforcement.

The current CPVE systems utilized in MRE trucks have Iteris inSPECT installed as the primary inspection software utilized by the Department. The use of this software allows MREs to query various state and federal databases for the purpose of motor carrier compliance and safety. Access to this software is mission critical for commercial enforcement personnel, and the reporting and data collection is utilized by both state and federal agencies for safety and regulatory compliance.

The CPVE installations are currently hard-mounted to a center console, and require an officer to manually turn the monitor screen and remove the keyboard to conduct roadside inspections. This configuration frequently causes officers to lean into the truck, and limits the view of the vehicle and driver being inspected while accessing computerized returns and inspection information. This limitation subjects the officer to unnecessary safety risks resulting from limited sight lines of the area surrounding a roadside inspection. There have been repeated requests from MRE officers for additional "remote" terminals or monitors to be installed in the cargo area of the MRE trucks. These installations would provide for more productive and safer access to the computer systems installed in the trucks.

The CPVE system also limits the ability to expedite traffic stops, due to the need to reconfigure the monitor screen and possibly the keyboard during an enforcement contact. The CPVE system must be reconfigured to operate from the passenger side of the vehicle. Consequently, officers may be tempted to conduct enforcement queries from the driver's seat to avoid having to reconfigure the console, which compromises officer safety.

The ability for an MRE officer to utilize a tablet device would be a great benefit for conducting a thorough enforcement stop and/or vehicle inspection. Officers would have the ability to stand in a safer location while querying databases and populating required fields within inspection software. A tablet system would also assist officers with collecting required inspection information during the course of the inspection, such as verification of VIN numbers and gross vehicle weight ratings.

Overall, these systems will promote more accurate and efficient data collection, while improving officer safety. The CHP is confident MRE officers with a tablet device will be more efficient and accurate in their recording of inspections and enforcement contacts. The CHP requests funding for tablet devices be a high priority for the reasons stated. The CHP is currently deploying these same tablet devices to the field for use by motorcycle officers and air operations personnel. Familiarization with the same tablet, among several different enforcement units within the Department, will not only improve efficiency, but will also be of benefit when considering service and maintenance.

PORTABLE SCALES

Currently, the CHP utilizes three types of portable scales to weigh CMV. The scales are used on CMVs when on public roadways and do not traverse permanent commercial enforcement facilities. These portable scales are used to enforce legal weights on CMVs which reduces the risk of overloaded CMVs and reduces roadway degradation. The portable scales are used by trained commercial enforcement officers and transported inside MRE trucks. The majority of these scales were purchased over ten years ago and many have been repaired numerous times.

The CHP currently uses PAT SAW 10A, MD 400, and Haenni wheel load scales. Officers prefer the Haenni portable truck scales because they are lightweight, yet have a sturdy design. Additionally, the Haenni scales have an analog display that does not rely on a digital meter and have a larger tire area for the trucks being weighed.

A variety of mechanical problems with PAT SAW 10A and MD 400 scales have rendered a large portion unusable. The technology and functionality of these scales is antiquated, and they require constant substantial maintenance. For example, the PAT SAW 10A scales have experienced the following service issues: rechargeable batteries that no longer hold a charge; charging cables inoperative due to wear and tear; battery chargers not working properly, and the need to carry scale pads in order to use the PAT SAW 10A scales on dirt, gravel, or other uneven surfaces. Similar problems are prevalent with the MD 400 scales, as well. Consequently, the CHP employs one full-time maintenance mechanic whose primary duties consist of repairing and maintaining these portable scales. Thus far, the CHP's Haenni scales have not experienced these issues.

With four scales assigned to each MRE truck, it is an arduous task for an MRE officer to deploy the scales when necessary to weigh a truck suspected of being overloaded. The Haenni's lighter weight encourages officers to deploy them more often. Additionally, their lighter weight reduces the risk of back strain and other injuries.

Increased deployment of portable scales will result in additional weight enforcement of overloaded CMVs which represent a clear safety hazard and frequently share the roadway with much smaller passenger vehicles. Furthermore, a high percentage of CMVs weighed on portable scales are also discovered to contain defective equipment. Purchasing portable scales to replace older scales or scales in a condition that renders them unrepairable is an investment in both traffic safety as well as California's infrastructure.

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
MOE Contractual	DUNS	Contract	0.0000	\$0.00	\$0.00	\$0.00	\$156,757.28
Description of Services: MOE Contractual							
O & M for E-Screening Equipment	DUNS	Contract	100.0000	\$235,294.12	\$200,000.00	\$35,294.12	\$0.00
Description of Services:							
ITD-IRP Clearinghouse	DUNS	Subrecipient	100.0000	\$58,823.52	\$50,000.00	\$8,823.52	\$0.00
Description of Services: PRISM							
Iteris InSPECT/CVIEW Software	DUNS 48765937	Contract	100.0000	\$129,411.76	\$110,000.00	\$19,411.76	\$0.00
Description of Services: Iteris InSPECT software							
PRISM	DUNS	Subrecipient	100.0000	\$235,294.12	\$200,000.00	\$35,294.12	\$0.00
Description of Services: PRISM							
TOTAL: Contractual and Subaward				\$658,823.52	\$560,000.00	\$98,823.52	\$156,757.28

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

Iteris inSPECT/CVIEW:

The Iteris inSPECT product is a compliant software solution which is fully integrated with roadside commercial vehicle inspection and electronic screening software. In addition to supporting standard state and federal data exchange processes, Iteris inSPECT also developed several custom processes specific to CMV enforcement activities which cannot be purchased or found with competing products. Iteris inSPECT will allow programs already utilized by the CHP to provide a complete and accurate snapshot and will improve inspection data quality.

The CHP and Iteris inSPECT are currently working together on a new software upgrade which will add an employee's monthly activity tracking sheet within the program. This software upgrade will automatically gather inspection data and stats such as violation counts and types and auto populate the activity sheet. Additionally, Iteris inSPECT is in the process of building an employee inspection-certification tracking program that will provide an alert to supervisors and managers advising if an employee is at risk of not recertifying for the year.

Iteris inSPECT in conjunction with CVIEW is fully integrated with commercial vehicle inspections and electronic screening software to determine real-time compliance information. CVIEWPlus operations and maintenance includes hosting services and ongoing maintenance of the web-based CVIEW application for the purpose of viewing safety and registration data.

InSPECT operations and maintenance includes services related to inspection report data entry and uploads to the federal systems as well as maintenance of interfaces for integration of CVIEWPlus data related to commercial carrier/vehicle safety and registration. In addition, Iteris supports an integrated online training module which provides viewing for state and CVSA training materials, offers automated tracking for CVSA training compliance and tenders administrative reports.

Iteris inSPECT EIN number: 95-2588496
Iteris inSPECT DUNS number: 04-876-5937

PRISM:

Budget Narrative:

The California Department of Motor Vehicles (DMV), Registration Operations Division (ROD), is requesting resources of \$400,000 (2018-2020) via the California Highway Patrol (lead state agency) beginning in federal FY 2018. Funding resources will be utilized to cover contractual costs for the maintenance/support and modifications to DMV's International Registration Plan (IRP) system used for registering apportioned commercial vehicles to support and enhance Performance Registration Information Systems Management (PRISM) and Innovative Technology Deployment (ITD) program

activities.

The DMV is contracted with Legatus Solutions Corporation (LSC), which is headquartered in Herndon, Virginia, and provides maintenance and support services including software modifications to DMV's IRP database. The LSC provides professional services in the areas of Information Technology (IT) modernization related to transportation related motor vehicle services. They deliver enterprise IT and network services; data, information, and knowledge management services; business system solutions; logistics and material readiness. The specific software designed and successfully installed at DMV is Legatus Solutions' MCARRIER™ software toolkit. The major system functions include support for the IRP and corollary functions of PRISM and SAFER. MCARRIER™ includes support for credential inventories of various items, cab card and license presentation, interfaces, and worklist/workflow roles according to DMV specific business rules. Interfaces were developed to interact with DMV's existing vehicle registration, accounting, and federal systems.

	Budget Category- Contractual Cost (SF-424A, line 6F)	
	Description of Services	Total Cost
PRISM	<u>Maintenance</u> <ul style="list-style-type: none"> · Ensure daily registration processing and support corresponding data exchanges to/from FMCSA · Database management · Data correction assistance · Monitor DMVs infrastructure connectivity · Assist DMV with quarterly PRISM data baselines · Help desk support · Troubleshoot support related to hardware, network, user PCs 	\$25,000.00
	<u>Modifications</u> <ul style="list-style-type: none"> · Maintain/Modify interfaces and data exchanges with federal systems (PRISM/SAFER/CVIEW) · Modify IRP system to comply with policy and procedural changes (PRISM/SAFER/CVIEW) 	\$325,000.00
ITD	<ul style="list-style-type: none"> · Maintain compliance with IRP Clearinghouse requirements 	\$50,000.00
Grand Total		\$400,000.00

Spending Plan:

	STATE FISCAL YEARS: 2017-18 thru 2018-19								
	FY 2017-18				FY 2018-19				FY 2019-20
	FEDERAL FISCAL YEAR 2018				FEDERAL FISCAL YEAR 2019				
	Oct-Dec (Qtr 1)	Jan-Mar (Qtr 2)	Apr-June (Qtr 3)	Jul-Sept (Qtr 4)	Oct-Dec (Qtr 1)	Jan-Mar (Qtr 2)	Apr-June (Qtr 3)	Jul-Sept (Qtr 4)	Total Funds
Contractual/ Maintenance (PRISM)								\$25,000	\$25,000
Contractual/ Modifications (PRISM)		\$50,000		\$100,000		\$125,000		\$50,000	\$325,000
Contractual/IRP Clearinghouse (ITD)	\$50,000								\$50,000
TOTAL, Direct Costs	\$50,000	\$50,000	\$0	\$100,000	\$0	\$125,000	\$0	\$75,000	\$400,000

Notes/Assumptions:

1. Maintenance costs are based on contracted maintenance/support & application development services.
2. The contractor developed and implemented DMV's IRP system and understands the system and DMV/Dept. of Technology (OTech) requirements to perform maintenance functions expeditiously and efficiently.

Operation and Maintenance of E-Screening Equipment:

As part of the CHP's commitment to promoting safe CMV transportation, including the transportation of passengers and hazardous materials, the Department is working to advance the technological capability and deployment of intelligent transportation system applications for CMV operations.

The CHP currently has a Commercial Vehicle Management System (CVMS) installed at the Cordelia CVEF. This CVMS system has the ability to detect, identify, and tag, as well as direct and track, all CMVs from the time they exit the freeway until the time they are directed to a specific location within the CVEF, or directed to leave the CVEF. The CVMS cameras have the ability to read CVSA stickers affixed to windshields, as well as license plates. Additionally, the CVMS has the ability to capture, display, and store weigh-in-motion scale data.

The CHP, in partnership with the California Department of Transportation (Caltrans), intends to equip, operate, and maintain Innovative Technology Deployment (ITD) systems at various CVEFs throughout California. The ITD systems will enhance the efficiency and effectiveness of CMV safety inspections conducted within high-collision corridors. During FFY 2018, the CHP and Caltrans anticipate purchasing and installing an additional CVMS/ITD system at an undetermined CVEF.

The Caltrans and the CHP intend to purchase a CVMS/ITD system consisting of and similar to the following:

- A weigh-in-motion scale in one traffic lane in front of the facility
- A camera system consisting of automated license plate and USDOT readers
- A laser vehicle trigger system/height detector
- Thermal brake infrared imaging camera system
- Overview scene cameras
- Commercial vehicle credential and weigh-in-motion enforcement system behind the facility in the inspection area
- Connection to Federal SAFER source and Iteris CVIEW are included

The CHP intends to utilize MCSAP funding for all technical and administrative actions necessary to enable CVMS/ITD systems; communication networks; and/or hardware and software applications to perform their required functions. These operation and maintenance costs will address, at a minimum, the following:

- Equipment maintenance
- Software maintenance
- Software license and connection fees
- Emergency/corrective maintenance procedures
- Support services
- Personnel costs
- Training
- Maintenance records and activity reports
- Lane closure procedures
- Spare parts and inventory control
- Preventative maintenance procedures and schedules
- Failure tracking and corrective action

The abovementioned E-Screening systems and necessary operation and maintenance costs are in line with the below bulleted points contained on Page 5 of California's 2013 State Core CVISN Program Plan Top Level Design (PP/TLD). The PP/TLD also discussed the need for funding to cover the costs of annual Operation and Maintenance fees (Page 28 of the PP/TLD).

The equipment mentioned above will connect to the CHP's current CVISN program, and relay real-time information to inspectors at the facility allowing inspectors to more accurately and efficiently select commercial vehicles that are high risk. Commercial vehicles that are safe and legal, and have no outstanding federal out-of-service orders, will be able to pass through the facility without delay which helps reduce associated operating costs for motor carriers. Once implemented, these E-Screening systems will result in improved inspection facility traffic flow, focused commercial vehicle enforcement, increased compliance, and help achieve the ultimate goal of improved highway safety.

Page 5, 2. Program Objectives and Project Descriptions; 2.1. State Commercial Vehicle Information Systems and Network Goals:

Improve the screening and selection criteria of vehicles/containers for roadside enforcement operations' efficiencies

- Increase efficiency of highway operations by speeding the delivery of accurate, real-time information to roadway facilities
- Enforce of federal and state out-of-service orders
- Enforce California and other-jurisdiction sanctions on motor carriers, vehicles, and drivers

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
Salaries, Wages and Fringe (SWF)	15.10	\$16,558,595.50	\$2,500,347.92	\$2,125,295.73	\$375,052.19
TOTAL: Indirect Costs			\$2,500,347.92	\$2,125,295.73	\$375,052.19

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
Cooperative Hazardous Materials Enforcement Development (COHMED) Registration	3 Each	\$862.74	100.0000	\$2,588.22	\$2,200.00	\$388.22	\$0.00
Portable Scale Maintenance	1 Each	\$2,941.18	100.0000	\$2,941.18	\$2,500.00	\$441.18	\$0.00
Title 49	545 Each	\$55.00	100.0000	\$29,975.00	\$25,478.75	\$4,496.25	\$0.00
CVSA Decals	55519 Sheet (12) Each	\$4.45	100.0000	\$247,059.55	\$210,000.00	\$37,059.55	\$0.00
Mobile Hotspots - recurring costs	276 Each	\$70.68	100.0000	\$19,507.68	\$16,581.53	\$2,926.15	\$0.00
2020 Annual CVSA Conference and Exhibition Registration	4 Each	\$588.23	100.0000	\$2,352.92	\$1,999.98	\$352.94	\$0.00
2020 CVSA Information Technology Users Workshop Registration	14 Each	\$739.50	100.0000	\$10,353.00	\$8,800.00	\$1,553.00	\$0.00
CVSA Dues	1 1	\$17,647.06	100.0000	\$17,647.06	\$15,000.00	\$2,647.06	\$0.00
MCSAP Vehicle Mileage/Maintenance	1 Each	\$286,207.16	100.0000	\$286,207.16	\$243,276.09	\$42,931.07	\$0.00
MOE Other Cost	1 Each	\$2,796,173.41	0.0000	\$0.00	\$0.00	\$0.00	\$2,796,173.41
Border Vehicle Mileage/Maintenance	1 Each	\$38,110.59	100.0000	\$38,110.59	\$32,394.00	\$5,716.59	\$0.00
NESAP Vehicle Mileage/Maintenance	1 Each	\$64,705.51	100.0000	\$64,705.51	\$54,999.68	\$9,705.83	\$0.00
TOTAL: Other Costs				\$721,447.87	\$613,230.03	\$108,217.84	\$2,796,173.41

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

The Indirect Cost calculation is: Fringe benefits applicable to staff dedicated 100% to direct federal activities. Direct salaries, plus direct fringe benefit costs multiplied by the indirect cost rate, equals total labor cost claim. Fringe benefits for staff not dedicated 100% to federal activities are allocated using fringe benefit rates. Direct salaries multiplied by the fringe benefit rates multiplied by the indirect cost rate equals total labor cost claim. The costs are required to fund the designated MCSAP, CHP personnel and the CHP personnel performing MCSAP grant funded activities.

CVSA Decals: The calculation for the CVSA decals includes the California sales tax rate of 8.25% and shipping costs. The unit of measurement (page) represents 12 individual CVSA decals. The number of units/items (55,519) multiplied by 1page/12 CVSA decals

equals 666,228 total decals.

Title 49: The CVS Training Unit utilizes Title 49, Federal Motor Carrier Safety Regulations, Parts 40, 325-399, and Title 49, Hazardous Materials Regulations, Parts 100-185, during training of CHP personnel.

Mobile Hotspot recurring costs: The hotspots will be used to assist MCSs in the expeditious completion of their duties and to safely access and transmit real-time data, including, but not limited to: utilizing departmentally issued laptop computers to transmit completed terminal and carrier inspection findings to federal databases through secure web servers via internet connections. The use of these devices will assist the CHP in meeting the requirements relative to the BIT Program and performance measures of the MCSAP. Cost is calculated at 276 air cards multiplied by \$5.89 equals \$1,625.64 per month multiplied by 12 equals \$19,507.68.

Vehicle Mileage: The MRE, CVS, CIEP, and MCIEP vehicle mileage is based on the prior grant year and multiplied by .86¢ per mile. Vehicle mileage is utilized for MCSAP related duties. The vehicle maintenance cost of .86¢ includes gas, oil, parts, batteries, tires and tubes, car washing, maintenance, and repair. The federal mileage rate is calculated by determining the cost per mile for direct vehicle costs, including, but not limited to, fuel, oil, tires, maintenance, and insurance. The federal mileage rate differs from the state mileage rate in that federal rate does not take into account vehicle depreciation and is therefore lower.

Portable Scale Maintenance costs: Portable scales were previously purchased with MCSAP funding. Currently, repair and replacement is not part of the project plans for the Federal Highway Administration grants. The costs are required to keep the scales operational.

CVSA Data Management, Quality and FMCSA Systems Training - Training is critical to equip personnel who manage SafetyNet data/reports/quality with the newest policies and procedures and provides an opportunity for states to share mutual motor carrier safety issues. The training will provide personnel with basic and advanced guidance to continue to effectively and efficiently support the State of California with uniform data processing and quality with inspections, crashes, data quality, and report management. Training will also provide information on security and privacy challenges which personnel were not trained on previously. A full understanding of the program and tools available to research, complete, and correct information is vital to the continued success of California's program. The workshop addresses existing problems and progress in FMCSA's resolution, and provides an opportunity to influence future information technology updates to incorporate California specific concerns and requirements into the SafetyNet program.

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	\$18,683,340.00	\$3,297,058.00	\$21,980,398.00

Summary of MCSAP Funding Limitations				
Allowable amount for Overtime without written justification (15% of Basic Award Amount):			\$3,297,058.00	
MOE Baseline:			\$114,571,579.71	
Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Commercial Vehicle Inspection Specialist (CVIS)	\$793,353.60	\$140,003.55	\$933,357.15	\$0.00
Officer	\$2,813,385.96	\$496,479.94	\$3,309,865.90	\$0.00
Sergeant	\$622,233.36	\$109,805.88	\$732,039.24	\$0.00
Information Technology Specialist I (ITSI)	\$82,735.91	\$14,600.46	\$97,336.37	\$0.00
Associate Accounting Analyst	\$73,410.36	\$12,954.76	\$86,365.12	\$0.00
Senior Accounting Officer	\$69,905.97	\$12,336.35	\$82,242.32	\$0.00
Associate Governmental Program Analyst (AGPA)	\$209,717.91	\$37,009.05	\$246,726.96	\$0.00
Staff Services Analyst (SSA)	\$58,133.84	\$10,258.91	\$68,392.75	\$0.00
Supervising Program Technician II	\$48,334.54	\$8,529.63	\$56,864.17	\$0.00
Program Technician II	\$213,832.32	\$37,735.13	\$251,567.45	\$0.00
MOE Personnel	\$0.00	\$0.00	\$0.00	\$112,070,769.94
Salary Subtotal	\$4,985,043.77	\$879,713.66	\$5,864,757.43	\$112,070,769.94

CVIS Overtime	\$281,282.44	\$49,638.07	\$330,920.51	\$0.00
Officer Overtime	\$2,382,810.52	\$420,495.97	\$2,803,306.49	\$0.00
Motor Carrier Specialist I (MCSI) Overtime	\$1,245,358.68	\$219,769.18	\$1,465,127.86	\$0.00
Office Services Supervisor II Overtime	\$20,428.43	\$3,605.02	\$24,033.45	\$0.00
AGPA Overtime	\$42,856.32	\$7,562.88	\$50,419.20	\$0.00
ITSI Overtime	\$1,482.00	\$261.53	\$1,743.53	\$0.00
Associate Information Systems Analyst Overtime	\$1,626.82	\$287.09	\$1,913.91	\$0.00
SSA Overtime	\$1,048.06	\$184.95	\$1,233.01	\$0.00
Supervising Program Technician II Overtime	\$871.52	\$153.80	\$1,025.32	\$0.00
Program Technician II Overtime	\$15,522.00	\$2,739.18	\$18,261.18	\$0.00
Office Technician Overtime	\$17,415.68	\$3,073.36	\$20,489.04	\$0.00
Sergeant Overtime	\$1,184,857.10	\$209,092.43	\$1,393,949.53	\$0.00
Overtime subtotal	\$5,195,559.57	\$916,863.46	\$6,112,423.03	\$0.00
Personnel total	\$10,180,603.34	\$1,796,577.12	\$11,977,180.46	\$112,070,769.94

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Associate Accounting Analyst	\$48,630.63	\$8,581.87	\$57,212.50	\$0.00
Senior Accounting Officer	\$46,309.15	\$8,172.21	\$54,481.36	\$0.00
AGPA	\$138,927.46	\$24,516.61	\$163,444.07	\$0.00
SSA	\$38,510.71	\$6,796.00	\$45,306.71	\$0.00
Supervising Program Technician II	\$32,019.18	\$5,650.44	\$37,669.62	\$0.00
Program Technician II	\$141,653.05	\$24,997.60	\$166,650.65	\$0.00
Information Technology Specialist I Overtime	\$115.64	\$20.40	\$136.04	\$0.00
Associate Information Systems Analyst Overtime	\$126.94	\$22.40	\$149.34	\$0.00
SSA Overtime	\$81.78	\$14.43	\$96.21	\$0.00
Supervising Program Technician II Overtime	\$68.00	\$12.00	\$80.00	\$0.00
Program Technician II Overtime	\$1,211.18	\$213.74	\$1,424.92	\$0.00
Office Technician Overtime	\$1,358.95	\$239.80	\$1,598.75	\$0.00
Sergeant	\$486,829.79	\$85,911.12	\$572,740.91	\$0.00
Officer	\$2,201,167.86	\$388,441.37	\$2,589,609.23	\$0.00
Office Services Supervisor II Overtime	\$1,594.03	\$281.30	\$1,875.33	\$0.00
Information Technology Specialist I	\$54,808.34	\$9,672.06	\$64,480.40	\$0.00
Officer Overtime	\$35,241.77	\$6,219.12	\$41,460.89	\$0.00
Sergeant Overtime	\$17,524.04	\$3,092.47	\$20,616.51	\$0.00
CVIS Overtime	\$21,948.47	\$3,873.25	\$25,821.72	\$0.00
MCS I Overtime	\$97,175.34	\$17,148.59	\$114,323.93	\$0.00
AGPA Overtime	\$3,344.08	\$590.12	\$3,934.20	\$0.00
CVIS	\$525,556.46	\$92,745.24	\$618,301.70	\$0.00
MOE Fringe Benefits	\$0.00	\$0.00	\$0.00	\$77,363,692.62
Fringe Benefits total	\$3,894,202.85	\$687,212.14	\$4,581,414.99	\$77,363,692.62

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Travel	\$0.00	\$0.00	\$0.00	\$212,480.79
National Training Center	\$20,500.00	\$3,617.65	\$24,117.65	\$0.00
In-State, General Hazardous Materials Training	\$31,066.00	\$5,482.24	\$36,548.24	\$0.00
In-State, CT/RAM Training	\$45,000.00	\$7,941.18	\$52,941.18	\$0.00
CVSA Committee Meetings, Annual Conference and Safety Symposium	\$21,000.00	\$3,705.88	\$24,705.88	\$0.00
MCSAP Planning Meeting and Grants Management Training	\$9,000.00	\$1,588.24	\$10,588.24	\$0.00
North American Inspectors Championship (NAIC) Challenge	\$7,000.00	\$1,235.29	\$8,235.29	\$0.00
CVSA HM Meeting	\$10,000.00	\$1,764.71	\$11,764.71	\$0.00
Carrier Information Reporting and Evaluation System (CIRES)	\$2,500.00	\$441.18	\$2,941.18	\$0.00
CVSA Data Management, Quality and FMCSA Systems Training	\$30,500.00	\$5,382.35	\$35,882.35	\$0.00
In-State, OBPI Training	\$20,240.00	\$3,571.76	\$23,811.76	\$0.00
In-State, Level VI Training	\$20,000.00	\$3,529.41	\$23,529.41	\$0.00
In-State, Motorcoach Training	\$50,400.00	\$8,894.12	\$59,294.12	\$0.00
In-State, Commercial Refresher Train-the-Trainer	\$17,600.00	\$3,105.88	\$20,705.88	\$0.00
In-State, Data Quality Improvements	\$20,500.00	\$3,617.65	\$24,117.65	\$0.00
In-State, Instructor Training / Meeting	\$20,500.00	\$3,617.65	\$24,117.65	\$0.00
In-State, Commercial Training Meeting	\$21,240.00	\$3,748.24	\$24,988.24	\$0.00
Miscellaneous MCSAP-Related In-State Travel	\$39,580.00	\$6,984.71	\$46,564.71	\$0.00
In-State, Instructors Department & Allied Classes	\$15,000.00	\$2,647.06	\$17,647.06	\$0.00
In-State, CIEP Travel	\$20,000.00	\$3,529.41	\$23,529.41	\$0.00
In-State, Strike Force	\$15,000.00	\$2,647.06	\$17,647.06	\$0.00
Miscellaneous MCSAP - Related Out of State travel	\$24,500.00	\$4,323.53	\$28,823.53	\$0.00
In-State, Level I training	\$158,498.00	\$27,970.24	\$186,468.24	\$0.00
Electronic Logging Device (ELD) Training	\$21,000.00	\$3,705.88	\$24,705.88	\$0.00
Program Oversight	\$10,000.00	\$1,764.71	\$11,764.71	\$0.00
MCIEP Travel	\$2,000.00	\$352.94	\$2,352.94	\$0.00
NAFTA Travel	\$3,000.00	\$529.41	\$3,529.41	\$0.00
Safety Audit Program Oversight	\$60,000.00	\$10,588.24	\$70,588.24	\$0.00
Safety Audit Training	\$30,000.00	\$5,294.12	\$35,294.12	\$0.00
National Traffic Law Center	\$3,000.00	\$529.41	\$3,529.41	\$0.00
Travel total	\$748,624.00	\$132,110.15	\$880,734.15	\$212,480.79

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Equipment	\$0.00	\$0.00	\$0.00	\$263,414.69
CIEP Van	\$42,978.00	\$7,584.35	\$50,562.35	\$0.00
MRE Truck	\$46,427.00	\$8,193.00	\$54,620.00	\$0.00
Fluke Biomedical 451B Radiation Survey Meter	\$158,824.00	\$28,027.70	\$186,851.70	\$0.00
Bus Ramps	\$149,499.83	\$26,382.32	\$175,882.15	\$0.00
Equipment total	\$397,728.83	\$70,187.37	\$467,916.20	\$263,414.69

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Misc Materials for MCIEP training and equipment for Border enforcement	\$2,257.36	\$398.36	\$2,655.72	\$0.00
Misc Office Supplies for NESAP	\$9,998.37	\$1,764.42	\$11,762.79	\$0.00
Office Supplies for CVS and Divisions	\$3,641.79	\$642.67	\$4,284.46	\$0.00
Office Supplies for SafetyNet	\$4,166.67	\$735.29	\$4,901.96	\$0.00
Training Supplies/other equipment	\$28,590.40	\$5,045.36	\$33,635.76	\$0.00
MOE Supplies	\$0.00	\$0.00	\$0.00	\$264,250.82
Toughbook Tablets	\$6,666.67	\$1,176.47	\$7,843.14	\$0.00
Portable Scales	\$108,333.98	\$19,117.76	\$127,451.74	\$0.00
Supplies total	\$163,655.24	\$28,880.33	\$192,535.57	\$264,250.82

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE Contractual	\$0.00	\$0.00	\$0.00	\$156,757.28
O & M for E-Screening Equipment	\$200,000.00	\$35,294.12	\$235,294.12	\$0.00
ITD-IRP Clearinghouse	\$50,000.00	\$8,823.52	\$58,823.52	\$0.00
Iteris InSPECT/CVIEW Software	\$110,000.00	\$19,411.76	\$129,411.76	\$0.00
PRISM	\$200,000.00	\$35,294.12	\$235,294.12	\$0.00
Contractual and Subaward total	\$560,000.00	\$98,823.52	\$658,823.52	\$156,757.28

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Cooperative Hazardous Materials Enforcement Development (COHMED) Registration	\$2,200.00	\$388.22	\$2,588.22	\$0.00
Portable Scale Maintenance	\$2,500.00	\$441.18	\$2,941.18	\$0.00
Title 49	\$25,478.75	\$4,496.25	\$29,975.00	\$0.00
CVSA Decals	\$210,000.00	\$37,059.55	\$247,059.55	\$0.00
Mobile Hotspots - recurring costs	\$16,581.53	\$2,926.15	\$19,507.68	\$0.00
2020 Annual CVSA Conference and Exhibition Registration	\$1,999.98	\$352.94	\$2,352.92	\$0.00
2020 CVSA Information Technology Users Workshop Registration	\$8,800.00	\$1,553.00	\$10,353.00	\$0.00
CVSA Dues	\$15,000.00	\$2,647.06	\$17,647.06	\$0.00
MCSAP Vehicle Mileage/Maintenance	\$243,276.09	\$42,931.07	\$286,207.16	\$0.00
MOE Other Cost	\$0.00	\$0.00	\$0.00	\$2,796,173.41
Border Vehicle Mileage/Maintenance	\$32,394.00	\$5,716.59	\$38,110.59	\$0.00
NESAP Vehicle Mileage/Maintenance	\$54,999.68	\$9,705.83	\$64,705.51	\$0.00
Other Costs total	\$613,230.03	\$108,217.84	\$721,447.87	\$2,796,173.41

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$16,558,044.29	\$2,922,008.47	\$19,480,052.76	\$193,127,539.55
Indirect Costs	\$2,125,295.73	\$375,052.19	\$2,500,347.92	NA
Total Costs Budgeted	\$18,683,340.02	\$3,297,060.66	\$21,980,400.68	\$193,127,539.55

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	\$18,683,340.00	\$3,297,058.00	\$21,980,398.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$3,297,058.00
MOE Baseline:	\$114,571,579.71

Overtime Costs budgeted must be equal to or less than the 15 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$4,985,043.77	\$879,713.66	\$5,864,757.43	\$112,070,769.94
Overtime Subtotal	\$5,195,559.57	\$916,863.46	\$6,112,423.03	\$0.00
Personnel Total	\$10,180,603.34	\$1,796,577.12	\$11,977,180.46	\$112,070,769.94
Fringe Benefits Total	\$3,894,202.85	\$687,212.14	\$4,581,414.99	\$77,363,692.62
Travel Total	\$748,624.00	\$132,110.15	\$880,734.15	\$212,480.79
Equipment Total	\$397,728.83	\$70,187.37	\$467,916.20	\$263,414.69
Supplies Total	\$163,655.24	\$28,880.33	\$192,535.57	\$264,250.82
Contractual and Subaward Total	\$560,000.00	\$98,823.52	\$658,823.52	\$156,757.28
Other Costs Total	\$613,230.03	\$108,217.84	\$721,447.87	\$2,796,173.41
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$16,558,044.29	\$2,922,008.47	\$19,480,052.76	\$193,127,539.55
Indirect Costs	\$2,125,295.73	\$375,052.19	\$2,500,347.92	NA
Total Costs Budgeted	\$18,683,340.02	\$3,297,060.66	\$21,980,400.68	\$193,127,539.55

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? James Epperson
2. What is this person's title? Chief
3. Who is your Governor's highway safety representative? Randy Weissman
4. What is this person's title? Acting Director

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

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

State Certification declaration:

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

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

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

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

1. What is the name of your certifying State official? James Epperson
2. What is the title of your certifying State official? Chief
3. What are the phone # and email address of your State official? 916-843-3330 JEpperson@chp.ca.gov

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

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

I, James Epperson, 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
N/A	12/20/2018	1217.2, 1263.2 T13 CCR	Charter Party Carrier Bus Safety https://www.chp.ca.gov/AdministrativeServicesDivisionSite/Documents/CHP-R-201706%20Adopted%20Text%20for%20webpage.pdf Charter Party Carrier Bus Safety https://www.chp.ca.gov/AdministrativeServicesDivisionSite/Documents/CHP-R-201706%20Adopted%20Text%20for%20webpage.pdf
SB 20 (2018)	07/01/2018	12810.2 CVC, 27318 CVC, 27319 CVC	Seatbelt use in buses, when equipped https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB20
SB 1072 (2016)	01/01/2018	28160 CVC, 1294 T13 CCR	Child Safety Alert System (CSAS) https://govt.westlaw.com/calregs/Document/IBF2DE9EED2304CF6A8B8F75DCD3C5A14?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)
N/A	01/01/2019	1157.21 T13 CCR	Inhalation Hazard Shipments; Routes and Stopping Places https://www.chp.ca.gov/AdministrativeServicesDivisionSite/Documents/2018-03%20TxA%20-%20Scan.pdf
N/A	03/06/2019	1152.2 T13 CCR	Explosives Routes and Stopping Places https://www.chp.ca.gov/AdministrativeServicesDivisionSite/Documents/2018-05_TxtA.pdf

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

☐ Yes ☒ No