



IDAHO

Commercial Vehicle Safety Plan

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

Fiscal Years 2020 - 2022

Date of Approval: April 16, 2020

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

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

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

REMINDERS FOR FY 2020:

Multi-Year plans—For FY 2020, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

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

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

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

States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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

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

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

**Idaho State Police Mission Statement:**

Providing public safety across the State of Idaho through law enforcement excellence.

Commercial Vehicle Safety Section Mission Statement:

Reducing the number of commercial vehicle crashes on Idaho roadways.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

The Commercial Vehicle Safety Section (CVS), is part of the Idaho State Police Patrol Division (ISP), and has been designated as the lead MCSAP agency in the state since 1999. CVS began in Idaho in 1984, and works in cooperation with the Idaho Division of the Federal Motor Carrier Safety Administration (FMCSA).

The CVS Program maintains a headquarters office in the main ISP Complex in Meridian, Idaho. CVS Specialists are assigned to each of the six ISP Patrol Districts, based on population, traffic conditions, and the number of commercial vehicle crashes. (See map at the end of Section 3).

District 1 (Coeur D Alene)	3 CVS Specialists
District 2 (Lewiston)	1 CVS Specialist
District 3 (Meridian)	5 CVS Specialists, 2 CVS Sergeants
District 4 (Twin Falls)	3 CVS Specialists
District 5 (Pocatello)	3 CVS Specialists, 1 CVS Sergeant
District 6 (Idaho Falls)	2 CVS Specialists
Headquarters (Meridian)	1 Captain, 1 lieutenant, 1 research analyst, 1 project coordinator, 1 administrative assistant, 1 part time administrative assistant, and 1 part time financial technician.

Personnel assignments in CVS are reviewed annually or more often if needed to ensure resources are allocated appropriately. Adjustments are made if necessary to ensure effective use of resources and adequate personnel are available if an emergency response is necessary.

All enforcement positions assigned to the program are certified law enforcement officers, as required by Idaho Code. All CVS Specialists are CVSA Level I-VI trained/certified or in the process of certifying if recently promoted into the program.

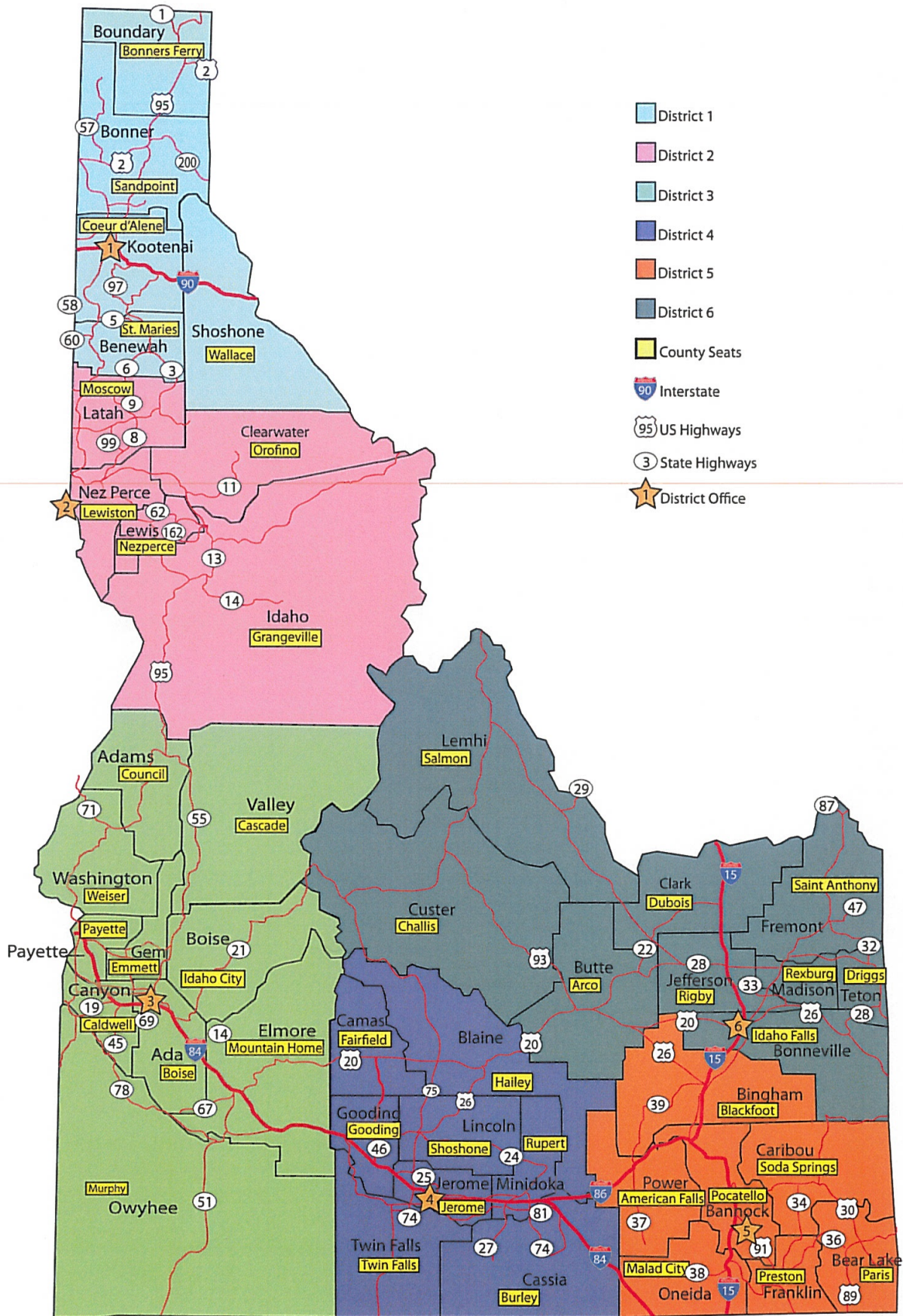
CVS is funded with federal MCSAP funds as well as state matching/MOE funds provided by the Idaho State Police Patrol Division.

The Commercial Vehicle Safety Section is responsible for the following programs in Idaho.

- Commercial Motor Vehicle/Driver Inspections

- Hazardous Materials Training and Response
- Compliance/Safety Investigations
- New Entrant Safety Audits
- Data Q Management
- SafetyNet Data Collection and Management
- Aspen Management and Oversight
- Commercial Motor Vehicle Crash Response and Investigation

CVS has MOU Agreements with two unfunded agencies. The Ada County Sheriff's Office - two certified specialists, and the Idaho Falls Police Department will be adding one specialist by the end of FY 2020. The unfunded agencies are included in Section 4, however, there was no place in the template to add the information in that section.



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

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

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

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

Lead Agency Information	
Agency Name:	IDAHO STATE POLICE, COMMERCIAL VEHICLE SAFETY
Enter total number of personnel participating in MCSAP activities	26
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	22
Traffic Enforcement Activities	22
Investigations*	11
Public Education and Awareness	24
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	3

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

Trend Analysis for 2014 - 2018

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	50	30	50
01/01/2017	12/31/2017	44	34	44
01/01/2016	12/31/2016	35	33	35
01/01/2015	12/31/2015	34	24	34
01/01/2014	12/31/2014	25	35	25

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

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

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

Crash Data: Idaho Office of Highway Safety CARS Data, 7/1/2019 Motorcoach / Passenger Carrier Data: A&I On-Line Data, Crash Statistics, Busses, Hazardous Materials Data: A&I On-Line Data, Crash Statistics, HM Report

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

Setting realistic and achievable crash reduction goals is an on-going challenge for CVS. In preparation for CVSP development, CVS reviews current crash reduction goals to determine if improvements can be made that will more effectively address the current crash risks in Idaho. CVS has changed the crash reduction goals and measurements when warranted and regularly analyzes state and national data to ensure the current activities are in-line with crash reduction goals.

CVS uses data from several sources, including Idaho Office of Highway Safety Webcars Data, MCMIS Data, and A&I On-Line Reports for crash data analysis. Using several sources allows CVS to look at both current state trends and national rates, and to compare crashes with inspections/violations. Analyzing data at a state level also allows CVS to account for geographic and other characteristics specific to Idaho and eliminate any factors inaccurately influencing crash rates, i.e., single highways that are over 500 miles long and single crashes causing significant spikes in crash rates due to very low traffic volume. In FY 20-22, CVS plans to explore the possibility of working with the Idaho Office of Highway Safety to develop additional query tools to further identify commercial vehicle crash risks.

Unprecedented population growth in Idaho continues to be an issue. Idaho is still one of the fastest growing states in the country and shows no signs of slowing^[1]. The unchecked population growth has increased traffic volume on most Idaho roadways. In many of the more populated areas, the infrastructure is not in place to accommodate the increased volume of vehicles. As a result, secondary crashes and crashes due to traffic congestion continue to increase.

Like other western states, nearly all roadways in Idaho outside major cities, meet FMCSA's definition of a rural roadway. The population in some areas is very low. The large agriculture and timber industries in Idaho are generally in remote locations, sometimes several miles from a city or town. Even with the significant population growth in Idaho in the last five years, the number of vehicles traveling on some Idaho roadways is very low when compared to the total number of roadways miles and national rates. As a result, one crash can create a spike in the crash rate of over 50%.

In addition to the crash risks previously addressed, CVS reviewed other factors identified by A&I On-Line Reports. One factor identified was weather/road condition. Severe weather, snow, ice, and wind will always be risk factors in Idaho. A&I identified roadways with snow, slush, and ice as being over-represented in commercial vehicle crash data. CVS uses a variety of outreach tools, including Twitter and social media platforms, media releases, and partnerships with the Idaho Transportation Department using reader boards to alert drivers of adverse conditions and road closures. Unfortunately, the effective options available to CVS for managing Idaho weather are limited.

A&I also identified some cargo types that are over-represented in crash data. The cargo types identified included flatbed and dump trucks. These commodities/vehicle types can be exempt from regulation on Intra-state trips in Idaho. In addition, many of these loads only travel within the state and are not interstate trips. CVS takes enforcement action on all immediate safety hazards and/or traffic violations, however; the federal regulations do not apply to these carriers in most cases. In spite of the challenges, CVS is committed to reducing commercial vehicle crashes and will continue working to identify and address safety risks.

Although there have been setbacks, CVS has made progress in some areas. Increased traffic enforcement in and near work zones implemented in July of 2018 has shown positive results. To date, crash rates have dropped significantly when compared to previous years, based on Webcars Data. (See data analysis in attachments). Based on this success, CVS plans to expand enforcement and focus areas in FY 2020 as part of the multi-year CVSP.

Motor coach / Passenger Carriers

Current A&I On-Line performance data does not identify a motor coach / passenger carrier safety problem in Idaho. However, CVS is committed to proactively addressing motor coach safety. A motor coach / passenger carrier specific safety strategy is described later in the CVSP.

Hazardous Materials

Based on information available through A&I, CVS has no specific hazardous materials crash risks. However, in 2018, there were four fatal crashes involving hazardous materials carriers^[2]. This is the highest number of fatal crashes in recent years. CVS plans to monitor HM crash data during FY 20-22 to identify, if possible, if the increase was a one-time spike or if it was the beginning of a trend. The CVS Research Analyst and Project Coordinators will analyze the data quarterly. Results will be reported annually, or more often if a trend is identified. CVS will implement a crash reduction strategy if a trend is identified and include it in quarterly reports.

^[1] Nevada and Idaho Are the Nation's Fastest-Growing States, <https://www.census.gov/newsroom/press-releases/2018/estimates-national-state.html>

^[2] A&I On-line CVSP Tool Box Hazardous Materials Report

Narrative Overview for FY 2020 - 2022

Instructions:

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

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

Currently, in Idaho, crash rates have risen throughout the state. Using the A&I On-Line Data, Crash Query Tool, CVS found total crashes are up 14%, and injury/fatality crashes are up over 10.5% from rates in 2015, (See Data Analysis in attachments). The increasing population and strong economic forecast^[1] suggest the number of vehicles on Idaho roadways and the number of miles traveled in Idaho will continue to increase in FY 20-22, raising the risk for continued higher rates.

CVS is changing crash reduction goals in FY 20-22. In previous FY's, CVS used reducing total fatal crashes overall as a crash reduction goal. In addition, CVS used the total number of crashes in identified high crash areas. These measurements/goals were helpful at the time, however; CVS believes changes are necessary to better address the current conditions in Idaho.

CVS will set a crash reduction goal for FY 20-22 of 12%, 4% each year. The goal will be based on the total number of fatal and injury crashes, using A&I On-Line Data. CVS will use the average rate for 2015-2018 as a baseline for measurement, and the rate will be based on calendar year.

Fatal and Injury Crashes 2015-2018

	Fatal Crashes	Injury Crashes	Total	Average.	Goal 2020-2022
2015	26	256	282		
2016	34	260	294		
2017	42	284	326		
2018	45	272	317		
Total			1219	304.75	292.56 (-12.19)
					280.37 (-12.19)
					268.18 (-12.19)

Adjusting the crash reduction goal to reducing fatal and injury crashes by 4% annually provides additional data for analysis, as well as a larger total number that is less seriously impacted by small increases/decreases. Using a broader range of data for analysis will be a more effective gauge to measure if the activities being applied are effective or need additional improvements.

1Idaho Economic Forecast - https://dfm.idaho.gov/publications/eab/ief/ief_jan2019.pdf

Enter the data source and capture date:

A&I On-Line Data, Idaho Summary Report, 2015-2018, 2/20/19, ret. 8/2/19.

Projected Goal for FY 2020 - 2022:

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

Fiscal Year	Annual Crash Reduction Goals
2020	4
2021	4
2022	4

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

Based on the increased commercial vehicle crashes in Idaho, CVS is implementing activities designed to address fatal and injury commercial vehicle crashes. The activities are outlined below.

1. Data analysis – CVS will analyze data using Webcars, MCMIS, and A&I On-line to identify commercial vehicle crash risks. Analysis will be done to determine and report the following:
 - A. Identify high crash and other priority areas where increased traffic enforcement or public outreach could be effective.
 - B. Determine if variables including: driver age, time of day, and secondary crashes are applicable, or if there are others that should be considered when planning emphasis patrols or outreach.
 - C. Use crash data to evaluate what is or is not impacting crash rates and if there is data to determine where improvements could be made. Specific high crash and priority areas will be addressed in data analysis and crash rates monitored as listed in performance measurements and monitoring.
 - D. Review MCMIS data to determine if violation rates are higher in some geographical areas of the state or if any particular violation is higher than in previous years or the national average.
 - E. Work with the Idaho Office of Highway Safety to develop additional data

analysis tools for Webcars Data.

2. Traffic Enforcement – Because driver behaviors are the largest contributing factor in commercial vehicle crashes, CVS will use increased and focused traffic enforcement as a crash reduction strategy, including in rural road areas. A complete description of all traffic enforcement activities is included in the traffic enforcement section.
3. Education / Public Outreach – CVS will use public outreach to contact commercial and non commercial drivers. CVS will include information about safe driver behaviors and the behaviors that can cause crashes in public presentations and on social media. A detailed description of the public outreach activities is included in the public outreach section.
4. CVS Specialists will look for any signs of human trafficking during all commercial vehicle crash investigations and take enforcement action if necessary.

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.

CVS will use the following measurements to determine the effectiveness of the activities included in the crash reduction strategies. The data used for analysis is noted with each high crash or priority area. CVS may use more than one data source to find the most current and/or accurate data available.

1. I-84 Ada/Canyon Counties

CVS has monitored the crash rate on I-84 in Ada and Canyon Counties for several years. It is the main east/west route in Southern Idaho and goes through the two highest populated counties in the state. Traffic congestion and secondary crashes account for part of the increases. Major road construction has been on going for several years and crashes in/near work zones on I-84 have also increased.

CVS will monitor the injury/fatality crash rate in the high crash area on I84 MP 17-71, (Canyon and Ada Counties). CVS will maintain the current average crash rate of 7.5 per year, or reduce the rate. Data analysis will be done by the project coordinator quarterly, and reported in the quarterly reports. Rate will be based on Idaho Office of Highway Safety Webcars Data, using the calendar year, unless noted as "to date".

CMV Crashes I-84 / Ada and Canyon Counties

	All Crashes	Injury Crashes	Fatal & Serious Injury	Average	Goal 20-22
2015	47	47	20		
2016	35	21	1		
2017	33	30	1		
2018	29	20	8		
Total	144	118	30	7.5	>7.5
					>7.5
					>7.5

2. I-90 Kootenai/Shoshone Counties

In FY 20-22, CVS plans to expand the high crash area on I-90 to include Shoshone County.

I-90 is a main east/west route between Washington and Montana in Northern Idaho, and the volume of commercial vehicle traffic is steady throughout the year.

CVS will monitor the injury/fatality crash rate in the high crash area on I-90 MP 1-73, (Kootenai and Shoshone Counties). CVS will maintain the current crash rate of 48.25 fatal/injury crashes on average per calendar year, or reduce the rate. Data analysis will be done by the project coordinator quarterly, and reported in the quarterly reports. Rate will be based on Idaho Office of Highway Safety Webcars Data, using the calendar year, unless noted as "to date".

CMV Crashes I-90 (Shoshone and Kootenai Counties)

	All Crashes	Injury Crashes	Fatal & Serious Injury	Average	Goal 20-22
2015	27	12	2		
2016	38	14	4		
2017	43	16	2		
2018	29	6	0		
Total	137	48	8	48.25	>48.25
					>48.25
					>48.25

3. Work Zones

CVS has established a crash reduction goal of zero fatality or injury crashes in/near work zones by 2022. CVS will use data from OHS Webcars and A&I for analysis. Data analysis will be done by the project coordinator at a minimum of quarterly, using calendar year data and reported in the quarterly reports.

CMV Crashes in Work Zones

	Injury Crashes	Fatal Crashes	Average	Goal
2015	40	1		
2016	17	0		
2017	31	5		
2018	28	6		

Total	116	12	32	0
				0
				0

4. ISP District 4 (Jerome, Twin Falls, Gooding, Minidoka, Blaine, Camas, and Lincoln Counties).

Using A&I On-Line Mapping Data, CVS has identified ISP District 4 as a high crash area, based on the number of commercial vehicle crashes occurring annually. Approximately 11% of the total population in Idaho live in District 4^[1], but on average, 25% of the total number of commercial vehicle crashes occur there each year^[2]. The crash rate in District 4 is 12% higher than the closest other district, District 5 with 13%.

CVS will monitor the crash rate in District 4 and reduce the rate from the current rate of 25% to 10% by FY 2022. Data analysis will be done by the project coordinator quarterly, and reported in the quarterly reports. Rate will be based on A&I On-Line Data, using the calendar year, unless noted as “to date”.

CMV Crashes in ISP District 4

	Injury Crashes	Fatal Crashes	All Crashes	Average	Goal
2015	65	8	186		
2016	87	14	209		
2017	78	17	247		
2018	69	12	190		
Total	299	51	832	208	>20%
					>15%
					>10%

5. Human Trafficking

CVS Specialists will report any action taken on human trafficking weekly. The project coordinator will include the information in each quarterly report. Goal - Action taken on 100% of all human trafficking contacts.

6. Crash Data

CVS Professional Staff will contact and work with the Idaho Office of Highway Safety to determine what, if any, options are available to improve the data reporting and queries in Webcars. Discussions will begin in FY 2020. Depending on what is determined, CVS may continue to pursue improvements or look for alternative options in future FY's.

[1] US Census Data 2018, <https://www.census.gov/quickfacts/fact/table/ID/PST045218>

[2] A&I On-Line Data, 2015-2018

Part 2 Section 3 - Roadside Inspections

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

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

Trend Analysis for 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	3564	4225	3254	2975	3669
Level 2: Walk-Around	3505	3537	3167	2415	3942
Level 3: Driver-Only	2743	3251	3321	3340	2918
Level 4: Special Inspections	156	53	6	51	201
Level 5: Vehicle-Only	270	348	171	110	53
Level 6: Radioactive Materials	375	13	0	120	207
Total	10613	11427	9919	9011	10990

Narrative Overview for FY 2020 - 2022

Overview:

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

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

Twenty-two CVS Specialists complete an average of over 9,000 commercial vehicle inspections each year. Specialists complete inspections throughout the state, including in rural road areas. Inspections are done both at roadside and at fixed facilities, (Ports of Entry). In Idaho, the Ports of Entry are managed by a separate state agency^[1].

CVS Specialists are assigned to each of the six ISP Patrol Districts based on population, traffic volume, and crash rates. The structure of the program is described earlier in the CVSP. CVS plans to continue training ISP Patrol Officers as needed to maintain 1-4 Level III certified patrol officers in each ISP District. Training needs will be assessed by CVS Management and provided as needed.

In addition to commercial vehicle and driver inspections, CVS Specialists complete all other MCSAP Program requirements as well as responding to commercial vehicle crashes and other emergencies.

Adverse weather can impact the number of inspections completed and inspections totals can be lower during winter months. In Idaho, high levels of snow on roadways and roadsides can limit where commercial vehicles can be stopped and inspected safely. Many roads in Idaho are only two lanes and in the mountainous areas, the road shoulders are not wide enough for

CVS Specialists to safely stop and conduct an inspection.

CVS Specialists use inspection software provided by FMCSA to identify and complete commercial vehicle inspections. Inspections are uploaded using a wireless connection, (Wi-Fi or hot spot), when possible. There are areas in Idaho where wireless signals are weak and/or inadequate to transmit data. Specialists working in areas with limited or no signal transfer inspections when a signal is available or when they reach the nearest ISP District office.

CVS Specialists complete all levels of commercial vehicle inspections, Level I-VI. As noted earlier, Idaho Code requires a current, certified law enforcement officer complete all commercial vehicle inspections.

If a CVS Specialist is conducting a Level III inspection and identifies vehicle violations, he/she changes the inspection to a Level I or II to ensure the vehicle defects and violation data is recorded and uploaded to MCMIS.

CVS partners with Truckers Against Trafficking to help eliminate human trafficking in the U.S. CVS Specialists watch for signs of human trafficking during all commercial vehicle inspections. All CVS Specialists provide informational material from Truckers Against Trafficking to commercial vehicle drivers and passengers.

CVS Sergeants and management monitor inspection totals quarterly to ensure the current inspection goals are met. If any performance issues are identified, a sergeant will address the issue with the individual specialist. CVS Specialists are expected to complete as many quality Level I-VI inspections as possible when on duty.

CVS is committed to maintaining a high standard for inspection quality and consistency. Inspections are reviewed by CVS Sergeants and Managements quarterly to ensure all specialists are following the current inspection procedure/policy. Professional staff in the CVS Program review inspections to ensure accurate and quality inspection data is being collected. If any performance issues are identified, they are addressed with the individuals specialists or if necessary with all CVS Specialists during scheduled conference calls, team meetings, or semi-annual training.

[\[1\]](#) Idaho Transportation Department, Port of Entry

Projected Goals for FY 2020 - 2022

Instructions for Projected Goals:

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

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

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1

inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: IDAHO STATE POLICE, COMMERCIAL VEHICLE SAFETY

Enter the total number of certified personnel in the Lead agency: 22

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2750	350	200	3300	34.55%
Level 2: Walk-Around	2075	375	40	2490	26.07%
Level 3: Driver-Only	3250	55	35	3340	34.97%
Level 4: Special Inspections	55	1	0	56	0.59%
Level 5: Vehicle-Only	105	10	0	115	1.20%
Level 6: Radioactive Materials	100	150	0	250	2.62%
Sub-Total Lead Agency	8335	941	275	9551	

MCSAP subrecipient agency

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

Subrecipient is: NONE

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

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

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	3
Enter the total number of inspections projected for FY 2020:	96

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: IDAHO STATE POLICE, COMMERCIAL VEHICLE SAFETY					
# certified personnel: 22					
Subrecipient Agencies: NONE					
# certified personnel: 0					
Number of Non-Funded Agencies: 2					
# certified personnel: 3					
# projected inspections: 96					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2750	350	200	3300	34.55%
Level 2: Walk-Around	2075	375	40	2490	26.07%
Level 3: Driver-Only	3250	55	35	3340	34.97%
Level 4: Special Inspections	55	1	0	56	0.59%
Level 5: Vehicle-Only	105	10	0	115	1.20%
Level 6: Radioactive Materials	100	150	0	250	2.62%
Total ALL Agencies	8335	941	275	9551	

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 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	9500	0	96	9596
Enter total number of certified personnel	22	0	3	25
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	9500	0	96	9596
Enter total number of certified personnel	22	0	3	25

Part 2 Section 4 - Investigations

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



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

Trend Analysis for 2014 - 2018

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations	12	12	12	12	11
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)	4	4	4	4	3
CSA Off-Site					
CSA On-Site Focused/Focused CR		4	4	4	2
CSA On-Site Comprehensive		4	4	4	2
Total Investigations	16	24	24	24	18
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2020 - 2022**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 2020 - 2022

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	3	0	5	0	5	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	1	0	1	0	1	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	2	0	4	0	4	0
CSA On-Site Comprehensive	6	0	8	0	8	0
Total Investigations	12	0	18	0	18	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.

CVS works with the Idaho FMCSA Office to complete carrier investigations as assigned.

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

Currently there are two CVS Specialists trained and certified to complete carrier safety investigations. In the past, CVS maintained three certified specialists located throughout the state to help facilitate safety investigations. CVS planned to train a third specialist during the past fiscal year, however; personnel changes within CVS required the training be postponed to a later date.

CVS is evaluating the need for additional safety investigation specialists and working with the Idaho Division Administrator to plan for future fiscal years. Based on input from the DA, CVS may keep two investigators or train the third, depending on the anticipated need.

In addition, CVS is working to better prepare for personnel changes within the program. In anticipation of possible retirements, CVS plans to train one specialist during FY 2020-2022, when training is available. The training may cause a short-term increase in the number of specialists doing safety investigations.

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.

CVS will complete all carrier investigations assigned by FMCSA. The two certified CVS Specialists will complete a minimum of six during each fiscal year.

If an additional specialist completes training, he/she will complete six investigations as well; depending on when in the year training is completed. CVS Sergeants will monitor carrier investigation assignments to ensure they are complete and that each officer completes a minimum of six. Additionally, the CVS Research Analyst will review each investigation prior to uploading it to FMCSA to ensure it is accurate and complete. If errors are noted, they will be corrected by the specialist and sergeants will address performance issues if identified.

CVS Specialists conducting safety investigations will look for any signs/evidence or human trafficking and take steps to address any issues identified. Printed material from Truckers Against Trafficking will be included with all information provided to the carriers.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2014 - 2018

Instructions:

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	3179	730
01/01/2017	12/31/2017	3385	557
01/01/2016	12/31/2016	3646	240
01/01/2015	12/31/2015	3157	
01/01/2014	12/31/2014	3504	

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

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

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

Idaho State Police, Records Management, Crystal Report - CVS Clearing Codes. 01/01/2017 - 12/31/2018
Retrieved: 07/19/2019 Data was unavailable prior to 2016. CVS began collecting the data in mid 2016.

Narrative Overview for FY 2020 - 2022

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV

traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

CVS Specialists conduct traffic enforcement throughout the State of Idaho. CVS personnel resource allocations are described earlier. CVS Specialists in ISP Patrol Districts are managed by CVS Sergeants and management staff. When CVS Specialists are assigned to work on a specific emphasis or saturation patrol, the dates, times, locations, etc., are determined by CVS Sergeants and Management based on crash data, current conditions in the area, resources available, and the traffic enforcement and crash reduction goals for the current year.

ISP Patrol Officers are not assigned to the CVS Program and are funded with separate state funds. Patrol officers operate independently of CVS and are under the directions of the patrol captain in each district. Most patrol officers do not conduct eligible vehicle/driver enforcement activities. The traffic enforcement activities completed by Level III trained/certified patrol officers are included with CVS data, quarterly and annually. ISP Patrol Officers can/do assist CVS if necessary.

The main focus of the program is commercial vehicles, however; CVS Specialists take enforcement action on all vehicle types when warranted, including non-commercial vehicles operating unsafely. All traffic enforcement done on commercial vehicles/drivers by CVS Specialists includes a commercial vehicle inspection.

Collecting accurate data on traffic enforcement is challenging for Idaho. The inconsistent definitions of traffic enforcement in FMCSA Programs causes confusion for officers at roadside. Additionally, it is difficult for CVS to track traffic enforcement accurately. Currently CVS relies on a rudimentary process and lacks adequate funding to improve the system.

Because crash data continues to identify driver behaviors as the most significant crash risk in Idaho, CVS plans to increase traffic enforcement in FY 20-22, (See Driver Behavior Data Analysis in attachments). CVS plans to increase enforcement in, near work zones, and in high crash or other areas identified as having elevated crash rates. CVS will use the enforcement strategies that have demonstrated success to date as the basis to build and expand efforts in 20-22. CVS will increase enforcement resources and focus on identifying and taking action on drivers behaviors contributing to crashes.

Traffic Enforcement Monitoring -

CVS will use the following strategies and activities to complete the traffic enforcement goals for FY 20-22.

1. Conduct focused highly visible traffic enforcement. Per FMCSA's National Traffic Enforcement Priority, CVS plans to expand traffic enforcement to include non-cmv traffic enforcement in high crash, work zone, and priority areas. (Specific areas are identified in the

crash reduction section.)

CVS will complete a minimum of four, highly visible traffic enforcement emphasis patrols per year in high crash, work zone, or priority areas. Emphasis patrols will include a minimum of 4 specialists and/or patrol officers, and a minimum of 500 hours of enforcement hours. Total traffic enforcement hours in high crash, work zone, and priority areas be 2,500 hours this fiscal year or greater.

Traffic enforcement may be done in conjunction with ISP Patrol Officers and/or ISP Motor Units. CVS believes including additional enforcement personnel will allow drivers to be contacted that may not have been in the past. The vehicle style necessary for CVS Specialists to carry all their equipment are governed at a maximum speed, which limits their ability to contact some unsafe drivers. Without assistance from a patrol vehicle or ISP motorcycle unit, many of the unsafe non-commercial drivers are difficult to contact. Additionally, the large CVS pickup trucks can be difficult to turn around without sufficient clearance. Project costs will be paid by CVS and ISP Patrol, and will not exceed FMCSA Comprehensive Policy limits, (10%).

CVS Management, sergeants, and professional staff will be responsible for planning, coordinating, and managing the emphasis patrol activities. The project coordinator will complete crash data analysis prior to enforcement activities being implemented to establish a current crash rate, and 30 days after each activity is completed to find an ending crash rate. Activities will be planned in the identified crash reduction areas where enforcement can be done safely for the officers and drivers. Dates and times will be determined by CVS Sergeants during planning and will be based on available resources, weather conditions, and when increased enforcement is most likely to be effective. Adverse weather conditions are common in Idaho and limit the use of motor units. Emphasis patrols will be planned by the end of the first quarter after CVS receives FMCSA funding.

CVS will use the number of emphasis patrols completed, traffic enforcement hours, and crash rates to measure progress. The project coordinator will report results quarterly.

CVS Management does not mandate the number of traffic enforcement stops, or citations/warnings CVS Specialists must complete. Specialists are required to take enforcement action on any driver operating a vehicle unsafely. The number of contacts made and/or enforcement actions taken depend on a variety of factors. If a CVS Specialists fails to take enforcement action on a driver operating unsafely, or if a performance issue is identified, CVS Management and Sergeants will take steps to correct the issue with the individual specialist.

2. All traffic enforcement contacts will include anti-human traffic interventions and educational material from Truckers Against Trafficking will be provided to drivers and passengers. Anti-trafficking information will be reported weekly by CVS Specialists and included in the quarterly report upon completion.

Projected Goals for FY 2020 - 2022

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

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1500	1500	1500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	75	100	125
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	100	125	150

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
9647	12	345	10004	9107

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

The template didn't allow formatting for this box. See Traffic Enforcement Monitoring in the previous "Instructions" Section.

Part 2 Section 6 - Safety Technology

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

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

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	No
PRISM	Full Participation	No

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: Idaho Transportation Department

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

Narrative Overview for FY 2020 - 2022

Problem Statement Narrative and Projected Goal:

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

Idaho is Core CVISN complaint.

Idaho is PRISM Full Participation Status.

Program Activities for FY 2020 - 2022: 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.

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	8	12	25	23	67
CMV Safety Belt Education and Outreach	12	10	30	4	12
State Trucking Association Meetings	10	12	15	15	9
State-Sponsored Outreach Events	15	8	10	10	14
Local Educational Safety Events	10	7	18	104	15
Teen Safety Events	15	12	20	6	3

Narrative Overview for FY 2020 - 2022

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

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

The Idaho State Police is currently updating the department's public outreach program. The new program will be focused on social media and greater collaboration between all the sections at ISP. ISP's new program will include using a variety of tools including social media management platforms, graphic content collaboration tools, polling applications, and subscription services for storage and content development.

CVS plans to improve their public outreach strategies as well. CVS feels the changes will be highly beneficial to the success of the public outreach strategies and the new tools will reach a more broad and diverse audience. Implementing a variety of social media platforms will impact a larger audience, including the age groups more over-represented in commercial vehicle crashes and drivers in rural areas of the state.

CVS will use safety talks/public presentations, social media, and other platforms to communicate with and educate commercial and non-commercial drivers about commercial vehicle safety including electronic logs and human trafficking.

Members of the CVS Program will complete the following public outreach goals in FY 20-22.

1. Provide safety talks/presentations to drivers and other stakeholders on commercial vehicle safety and safe driving behaviors. Presentations will be held throughout the state, including in rural areas.
2. Work in cooperation with other safety stakeholders to promote commercial vehicle safety.

3. Identify social media or advertising methods appropriate for the target demographics to promote commercial vehicle safety topics throughout the state.
4. Provide training needed to implement or manage an effective social media outreach program.
5. Purchase the tools necessary to facilitate effective public outreach and social media use, including but not limited to: laptops, cell phones, cloud storage, editing software, media content, etc.,
6. Support FMCSA's anti-trafficking priority through public outreach and social media strategies.

Projected Goals for FY 2020 - 2022

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

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	20	20	20
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10	10	10

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.

CVS Sergeants will schedule specialists to complete safety presentations throughout the state. Presentations will be assigned as needed. A minimum of 70 safety presentations will be completed each fiscal year, 20-22.

CVS will continue working with the Idaho Transportation Department (ITD), and the Idaho Trucking Association (ITA), and other stakeholders to promote commercial vehicle safety. CVS Management, Sergeants, or Specialists will attend Motor Carrier Seminars conducted statewide by ITD. CVS Sergeants will attend ITA meetings throughout the state and annual regional meetings. If other groups or options are identified, CVS will work in cooperation with them to increase public awareness.

CVS Management and professional staff will work with the Idaho State Police to implement a new social media program. Members from CVS will attend meetings and/or training as needed to ensure CVS has the skills and information needed to expand social media. Additionally, CVS will use the new tools to identify and target the specific demographics most impacted by commercial vehicle safety risks. CVS Management, Sergeants, and

Professional Staff will work together to identify risks, demographics, and strategies to address them. Monitoring will be on going. CVS will participate in the development of a department wide social media policy with a target implementation date of July 1, 2020.

CVS management will identify training needs and tools necessary to expand the social media program. Needs will be identified quarterly, and training options and tools will be identified and provided as necessary. Progress will be reported quarterly.

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

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	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 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Fair	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	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.

A&I Online Data Snapshot: June 29, 2019 Retrieved: July 30, 2019.

Narrative Overview for FY 2020 - 2022

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

Currently the Crash Record Completeness category is fair, 88%. The low rating is based on a delay that occurred earlier in the year. Upgrades were made to the computer system used at the Idaho Office of Highway Safety that manage the Webcars/crash report program. Connectivity between Webcars and CVS was lost for approximately 3 months while OHS worked to resolve the issues. The problems have been fixed and CVS is uploading information on a regular and timely basis. CVS anticipates the good rating in this category to be restored by the end of the fiscal year.

Program Activities for FY 2020 - 2022: Describe any actions that will be taken to achieve a "Good" rating in

any category not currently rated as "Good," including measurable milestones.

No additional activities are planned based on the issue already being corrected.

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 CVS Research Analyst monitors data quality on a weekly basis and will take steps to correct any issues identified with data quality and timeliness.

Part 2 Section 9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 2014 - 2018

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	313	615	427	319	294
Intrastate	0	0	0	0	0
Total Audits	313	615	427	319	294

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

Narrative Overview for FY 2020 - 2022

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

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

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

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

Projected Goals for FY 2020 - 2022

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

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

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	125	0	125	0	125	0
# of Safety Audits (Offsite)	220	0	220	0	220	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	345	0	345	0	345	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.

CVS will use two professional staff and nine or ten CVS Specialists to complete new entrant safety audits during fiscal years 20-22. CVS will use on and off-site audits to ensure timeliness guidelines are met.

There are currently nine specialists training/certified to complete safety audits. CVS has planned to trained additional specialists during previous FY's, however, training opportunities have been limited and/or unavailable and no additional specialists have been trained.

In support of FMCSA's anti-human trafficking priority, CVS will provide information from Truckers Against Trafficking to all new entrant carriers.

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

CVS will use both and off site audits to meet the goals for 20-22. On-site audits will be scheduled for all carriers identified by FMCSA as "Expedited" or "On-Site". Carriers who have been previously "revoked" or placed out of service, or have more than one DOT number associated with their company, or who have been involved in crashes, or have been in the New Entrant Program before may be scheduled as on-site if needed. On-site audits will also be scheduled as needed to ensure all officers meet certification requirements. For officer safety, on-site audits are conducted at the closest ISP office, or other secure location.

CVS will train additional specialists as needed to maintain a minimum of nine to ten safety auditors. As part of the succession plan, CVS will train specialists as needed to replace officers leaving the program due to promotions and/or retirement.

Anti-trafficking material will be provided to new entrant carriers with other safety audit documents.

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.

Professional staff will use the NEWS and MSMIC Programs to monitor audits and ensure they are completed within the required time frames. Professional staff will also complete all non-audit resolutions and update MCMIS as needed.

A CVS Sergeant will monitor audit assignments and take steps to make corrections when necessary to ensure timeliness and program goals are met.

The project coordinator will provide safety audit and anti-trafficking material to new entrant carriers by mail or e-mail.

The total number of audits completed will be reported quarterly.

Part 2 Section 10 - Border Enforcement

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

Trend Analysis for 2014 - 2018

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

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	980	957	258	889	853
Level 2: Walk-Around	113	150	12	248	330
Level 3: Driver-Only	52	59	0	15	7
Level 4: Special Inspections					
Level 5: Vehicle-Only					
Level 6: Radioactive Materials					
Total	1145	1166	270	1152	1190

Narrative Overview for FY 2020 - 2022

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

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

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

Projected Goals for FY 2020 - 2022

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2020 - 2022 - Border Enforcement			
	FY 2020	FY 2021	FY 2022
Number of International Commerce Regular CMV	580	580	580
Number of International Commerce HM	140	140	140
Number of International Commerce Passenger	30	30	30
Total International Commerce Inspections	750	750	750
Number of Fixed Facility International Inspections	500	500	500
Number of Non-Fixed Facility International Inspections	0	0	0
Traffic Enforcement	0	0	0
Strike Force Activities (CMVs)	2	2	2
Strike Force Activities (Passenger CMVs)	0	0	0

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

CVS will use Border Enforcement to focus on international commercial vehicle traffic in the remote border area of Idaho. All the roads CVS Specialists patrol during border emphasis patrols meet FMCSA's definition of rural roadways.

CVS will use a strike team concept to focus on international vehicle traffic near the Idaho/Canadian border. CVS will complete three operations during this fiscal year.

Specialists will complete approximately Border Enforcement 750 inspections in FY 2020-2022.

CVS may adjust inspection totals and the number of border emphasis patrols personnel or other changes in the program make it necessary.

CVS will also look at the border enforcement data collected and look for ways to improve accuracy and quality.

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

CVS Specialists will complete three Border Enforcement Emphasis Patrols between March and September of each fiscal year, or when weather and funding availability allow. Each operation will include 4-5 CVS Specialists for a minimum of five days for a total of 60 hours per specialist. Additional days/hours may be scheduled if resources are available. The operation will also include necessary support personnel and equipment needed.

CVS Specialists assigned to the saturations will check the CDL, operating authority, insurance, and UCR status for each driver contacted. Specialists will also check for any signs of impairment and take the necessary enforcement action when warranted. Specialists will also look for any signs of human trafficking and/or transporting illegal goods and take appropriate action.

CVS Specialists will inspect hazardous materials carriers, motor coach/passenger carriers, and international shipments when available.

CVS Management will work with the research analyst and project coordinator to determine if improvements can be made to the collection of data on border projects and if so, how to implement the process.

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.

CVS Management will monitor the progress of the Border Project and take steps if necessary to ensure goals are met. Projects will be scheduled by the end of the first quarter after CVS receives federal funding.

CVS will use the number of border inspections completed as a performance measure. The goal is: 750.

CVS will also use the number of completed Border Enforcement Emphasis Patrols completed during this fiscal year as a performance measure. Target: 3 emphasis patrols, 720 enforcement hours (4x60x3).

Management and professional staff will review data during the first two quarters of this fiscal year. Options for improvement will be implemented during quarters three and four if applicable.

CVS will conduct international commerce CMV safety inspections in and around Bonners Ferry, ID which is 31.2 miles south of the nearest border crossing.

Part 3 - National Emphasis Areas and State Specific Objectives

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

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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2020 - 2022

Enter your State's OOS Catch Rate percentage if below 85 percent: 30%

Projected Goals for FY 2020 - 2022: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2020	85
2021	90
2022	95

It is difficult to determine an accurate out of service catch rate for Idaho. Reports from FMCSA list the current catch rate as less than 15%. However; the reports provided by FMCSA fail to re-calculate the catch rate when incorrect data is identified by the state. CVS has contacted the local Division Administrator and explained how/why some of the carriers identified by FMCSA are incorrect. Unfortunately, FMCSA fails to update the information to reflect accurate data.

CVS is committed to removing/stopping all unsafe or unauthorized carriers from operating. CVS Specialists use all the available tools at roadside to identify the carrier accurately and safely.

Program Activities for FY 2020 - 2022: 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.

CVS has provided guidance to all CVS Specialists and Level III Certified ISP Patrol officers requiring them to check any available identification tools that can be accessed safely at roadside to determine the status of each driver and carrier/DOT number contacted. CVS Specialists can use a secure portal via cell phone hot spots or wireless connection to access the information in MCMIS and/or other FMCSA tools. In addition, CVS Specialists and ISP Patrol Officers can request information from the ISP Communication Center Staff who can access the data via ILETS/NLETS. However, the safety of the specialists/officers, drivers, and other motoring public has to be taken into consideration, and may, at times, limit the specialists/officers ability to check drivers and vehicles in several different FMCSA programs.

CVS Management and staff monitor reports monthly to determine if carriers are being missed by CVS Specialists or ISP Level III Patrol Officers. If carriers are missed, CVS Management or Sergeants provide additional training if issues are identified with specific work groups or individuals. Group training on how to use the tools available will be provided to all CVS Specialists and Level III Patrol Officers during refresher training in November 2019 and will continue when necessary during 2020-2022. CVS Management will also provide more visor cards when available to all CVS Specialists, Level III Patrol Officers, and communications staff.

CVS Management and staff will also continue requesting FMCSA update their data to accurately reflect the number of carriers missed by the state. If catching out of service carriers is a priority to FMCSA, greater emphasis should be placed on accurately collecting, measuring, and reporting the data.

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.

CVS Management will review reports provided by FMCSA on catch rates and take action as needed. Any Out of Service carriers that are not identified correctly will be confirmed and a CVS Sergeant will contact the CVS Specialist involved. Corrective action and/or training will be implemented and monitored by CVS Sergeants.

Monitoring and training will be on-going.

The OOS Report on the A&I Activity Dashboard indicate the State of Idaho has a 30% cash rate for FY 2019 at the time of CVSP revision.

State Data

National Data

Guidance

Select Report Focus: ☒ State

Idaho

☐ Service Center

Eastern

☐ National

Submit



Data



Graph

Idaho: Summary of Out-of-Service (OOS) Catch Counts & Rates (August 2019 Res

Measures		FY 2017	FY 2018
Inspection Counts	Inspections On All OOS Carriers	6	7
	Inspections On All OOS Carriers Identified	2	4
OOS Carriers <u>not</u> Identified	Imminent Hazard Carriers <u>not</u> Identified	0	0
	Unsatisfactory/Unfit Carriers <u>not</u> Identified	1	0
	Other OOS Types <u>not</u> Identified	3	3
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0
	Unsatisfactory/Unfit Carriers Identified	0	0
	Other OOS Types Identified	2	4
% Identified (OOS Catch Rate)	% of All OOS Carriers Identified	33.33%	57.14%
	% of Imminent Hazard null/Unfit Carriers Identified	0.00%	N/A

Part 3 Section 2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2020 - 2022

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

As noted earlier in the CVSP, current data does not identify a motor coach/passenger carrier safety problem in Idaho. However, CVS is committed to supporting FMCSA's goals of increasing motor coach/passenger carrier safety.

There are a limited number of inspection facilities in Idaho as well as a small number of motor coach/passenger carriers. These factors make it difficult to implement a safety strategy based solely on inspections conducted at the carriers place or business in Idaho. In spite of these challenges, CVS has developed a successful motor coach/passenger carrier safety strategy working in cooperation with other state and federal agencies.

Currently there is no data available to determine if an increased safety risk is present in Idaho in the transportation of migrant/seasonal workers. If data can be identified in the future, CVS will analyze the data and take steps to address any risks identified.

Projected Goals for FY 2020 - 2022: 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 2020, 2021 and 2022 must also be included.

Although no crash risks are presently identified, A&I On-Line Data identified two fatal motorcoach crashes in Idaho in 2018. Even though the number is small, it is a significant increase from the previous two years. CVS plans to monitor motorcoach crashes in FY 2020-2022 to determine if the increase can be addressed with increased enforcement and/or additional education, or if the increase was a one time anomaly.

CVS will work with other safety agencies to complete motor coach/passenger carrier emphasis patrols on motor coach/passenger carriers traveling through the state. The goal

for this fiscal year is to complete a minimum of three (3) operations during high traffic times. Emphasis patrols will be conducted in rural road areas.

In addition, CVS will complete 200 motor coach/passenger carrier inspections during this fiscal year. CVS will include anti-human trafficking tools during all passenger vehicle inspections and take enforcement or other action if necessary.

CVS Specialists will look for any signs of human trafficking and take the necessary enforcement action.

CVS may make adjustments to the activities and measures if necessary due to personnel changes in CVS or severe weather conditions create scheduling delays.

Program Activities for FY 2020 - 2022: Provide additional information regarding how these activities will be implemented.

CVS will maintain trained and certified specialists to conduct inspections on motorcarriers when possible. If new or additional training is needed, CVS will identify and provide training when available. The trained/certified CVS Specialists will complete a minimum of 200 total passenger carrier inspections each fiscal year during 2020-2022.

In addition, work in cooperation with the Wyoming Highway Patrol, the Montana State Patrol, and the US Park Service to inspect motor coach /passenger carriers traveling through Idaho to Yellowstone and/or Grand Teton National Park.

The emphasis patrols will be completed during the tourist season when a high number of motor coach/passenger carriers routinely travel through Idaho to the National Parks, (May through September). The exact dates and times will be dependent on availability of other agencies and weather conditions. A late spring could delay the start of the project. Also, an early winter/snow could cause some patrols to be canceled.

All motor coach/passenger carrier inspections will be completed when the motor coach/passenger carriers have reached their destination and the passengers can/are off-loaded in a safe location. Human trafficking contacts will be included with the emphasis stats and included in the quarterly reports.

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.

CVS will use the number of emphasis patrols scheduled and completed, the number of commercial vehicle specialists used, and the total number of inspections completed as performance measurements. Successfully completed training, if necessary, will also be a performance measure.

Target: Complete three (3) emphasis patrols, using a minimum of three (3) commercial vehicle safety specialists and a minimum of 24 enforcement hours per emphasis. Data will be collected and reported upon completion. CVS Specialists will also complete a minimum of 200 inspections this fiscal year, either during emphasis patrols, or when available. If training is necessary, it will be completed by the end of this fiscal year.

CVS Sergeants will schedule and monitor the emphasis patrols. The CVS Lieutenant will identify training needs and schedule them if necessary. The research analyst will report inspection totals at a minimum of quarterly to all CVS Management and supervisors. If changes are necessary to ensure successful completion of the goals, CVS supervisors will implement them with their teams and/or individual employees. All progress will be reported to FMCSA in the quarterly report by the project coordinator.

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

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

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

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

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

In the previous fiscal year, CVS has a State Specific Objective to Implement an Anti-Human Trafficking Project. CVS plans to continue working on implementing anti-human trafficking strategies in FY 20-22. Progress to date, as well as plans are included in Part 3 Section 4, State Specific Objectives Future.

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

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

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

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

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

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

State Objective #1

Enter the title of your State-Identified Objective.

Implement Anti-Human Trafficking Project

Narrative Overview for FY 2020 - 2022

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

CVS fully supports FMCSA's priority to end Human Trafficking and began implementation of an Anti-Human Trafficking Project in the previous FY. Because the problem continues to grow and have serious consequences for so many, CVS plan to continue and expand their efforts in FY 20-22.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

CVS will continue expanding and implementing the Anti-Human Trafficking Project. Anti-Human Trafficking activities will be included in all CVS activities, as noted in each section.

Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.

In FY, 20-22 CVS will increase anti-human trafficking efforts in several areas. 1. CVS will provide training to all CVS Specialists not previously trained on Anti-Human Trafficking strategies. Updated or additional training will be provided to all CVS Specialists during semi-annual refresher training when necessary. 2. CVS will continue collaborating with Truckers Against Trafficking to provide training to ISP Patrol Officers, ISP Detectives, other law enforcement agencies, and local prosecutors. 3. CVS will expand the use of social media platforms at the Idaho State Police and include information and Anti-Human Trafficking messages. 4. CVS will work with the FMCSA DA, and the Idaho Transportation Department to implement any legislative or procedural changes necessary to implement the lifetime disqualification rule recently passed by FMCSA.

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

CVS Sergeants will identify, schedule, and facilitate anti-human trafficking training for any CVS Specialists necessary. Needs will be identified and training provided quarterly or when available. CVS Management will work with Truckers Against Trafficking to ensure new or additional training is provided to all CVS Specialists during refresher training. CVS Management will work with Truckers Against Trafficking to facilitate training to ISP Patrol Officers and Detectives in each of the six ISP Districts. CVS will work with ISP District Captains to schedule the training in each district and include other law enforcement agencies and local prosecutors. In FY 2020, CVS will facilitate training in Districts 1, and 6, (Coeur D Alene and Idaho Falls). Additional districts will be scheduled in FY 21 and 22. Progress will be reported quarterly, upon completion. CVS Management and the

project coordinator will work with ISP to share anti-trafficking messages across all platforms. Activities completed will be reported quarterly. CVS Management will contact FMCSA and ITD during the first quarter of the fiscal year and determine the steps necessary to ensure the lifetime disqualification rule is legal and enforceable in Idaho. Progress will be reported quarterly. All anti-human trafficking activities, contacts, etc., will be reported by the project coordinator in the quarterly report.

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	\$2,562,414.00	\$452,190.00	\$3,014,604.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$452,190.00
MOE Baseline:	\$707,522.80

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):	\$452,190.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVS Sgt and Spec	4	100.0000	\$82,113.41	\$328,453.64	\$0.00	\$328,453.64	\$0.00
Clerical (Part-Time)	1	100.0000	\$24,158.85	\$24,158.85	\$13,911.89	\$10,246.96	\$0.00
CVS Mgmt, Sgt, and Spec	13	100.0000	\$84,666.87	\$1,100,669.31	\$1,100,669.31	\$0.00	\$0.00
Professional/Clerical	3	100.0000	\$55,818.93	\$167,456.79	\$164,456.79	\$3,000.00	\$0.00
Financial (Part-Time)	1	33.0000	\$57,373.28	\$18,933.18	\$0.00	\$18,933.18	\$0.00
Subtotal: Salary				\$1,639,671.77	\$1,279,037.99	\$360,633.78	\$0.00
Overtime Project Costs							
CVS Sgts, Spec	1	100.0000	\$200,000.00	\$200,000.00	\$200,000.00	\$0.00	\$0.00
CVS Sgts, Spec. Overtime	1	0.0000	\$150,000.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Subtotal: Overtime				\$200,000.00	\$200,000.00	\$0.00	\$150,000.00
TOTAL: Personnel				\$1,839,671.77	\$1,479,037.99	\$360,633.78	\$150,000.00
Accounting Method:	Accrual						

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

Costs are estimates. Actual personnel costs billed will vary. Salary costs are calculated at current plus 5%, which is the anticipated salary cost when FY 20 funds will be spent.

Salary costs for personnel assigned to work holidays (CVS Specialists and Sergeants) are calculated on 2100 hours per year vs 2080 for civilian personnel and management positions.

Overtime was calculated using average costs in previous years. Overtime funds are used for additional commercial vehicle/driver inspections on weekends and off-peak hours, additional traffic enforcement, and emphasis patrols in high crash and/or high commercial vehicle traffic locations.

Program support positions work 100% in the CVS Program, unless otherwise noted. They are professional and clerical positions who support the CVS Specialists and staff. Costs for the part-time clerical position are calculated based on the total hours worked annually. Their duties include but are not limited to: budget development and management, completing and submitting the CVSP, quarterly progress reports, data entry, customer service, CVS inventory, travel scheduling, processing bills/invoices for payment, ordering supplies, ordering uniforms and other necessary items, Data Q management, inspection data quality management, Safetynet systems, management of federal software used by CVS, computer upgrades/updates, crash data analysis, state credit card reconciliations, payroll processing, records retention management, legislation preparation when needed to adopt FMCSA or HM regs, public outreach and media contacts, Grants.gov management, NEWS Program coordination, contacting carriers for safety audits, MCMIS updates, and safety audit program management. Additionally, professional staff members participate on several committees with CVSA and at the request of FMCSA.

The financial tech position works approximately 33% of their time on the CVS grant. The costs in the budget are calculated based on 33% of 2080 hours worked annually.

Personnel costs included in the budget support CVS Program Employees as described earlier.

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
CVS Sgt and Spec	24.3800	100.0000	\$328,453.64	\$80,076.99	\$0.00	\$80,076.99	\$0.00
Clerical (Part-Time)	24.0400	0.0000	\$26,556.66	\$0.00	\$0.00	\$0.00	\$6,384.22
CVS Mgmt, Sgt, and Spec	24.3800	100.0000	\$1,100,669.31	\$268,343.17	\$268,343.17	\$0.00	\$0.00
Professional/Clerical	24.0400	100.0000	\$167,456.79	\$40,256.61	\$40,256.61	\$0.00	\$0.00
Financial (Part-Time)	24.0400	0.0000	\$57,373.28	\$0.00	\$0.00	\$0.00	\$4,551.53
Overtime Benefits	24.3800	0.0000	\$300,000.00	\$0.00	\$0.00	\$0.00	\$73,140.00
TOTAL: Fringe Benefits				\$388,676.77	\$308,599.78	\$80,076.99	\$84,075.75

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

Fringe benefits include: the cost of health insurance, retirement benefits, workmans comp, unemployment benefits, and other associated costs. The rate is applied to the actual salary per hour for the employee. The Idaho State Police claims exact charges for fringe benefits and have never used a negotiated rate.

The current rates for FY 20.

Enforcement Personnel: 2438

Civilian Personnel: 2404

As noted earlier, MOE costs listed are for employees who are assigned to the CVS Section and spend 100% of their time on MCSAP activities.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, 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
Safetynet Training	2	5	100.0000	\$8,000.00	\$8,000.00	\$0.00	\$2,000.00
FMCSA Planning Meeting	5	3	100.0000	\$7,500.00	\$7,500.00	\$0.00	\$2,000.00
NAS Level I	2	7	100.0000	\$4,500.00	\$4,500.00	\$0.00	\$0.00
Safety Investigation Training	1	12	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
Safety Audit Training	2	5	100.0000	\$3,800.00	\$3,800.00	\$0.00	\$0.00
NAS Part A	1	7	100.0000	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Motorcoach Training	1	5	100.0000	\$550.00	\$550.00	\$0.00	\$3,000.00
NAS Part B	1	5	100.0000	\$4,750.00	\$4,750.00	\$0.00	\$0.00
Emphasis Patrols Inc Border	30	30	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$4,000.00
CVSA Meetings	6	10	100.0000	\$12,000.00	\$11,500.00	\$500.00	\$2,000.00
State Required Training	4	10	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$3,000.00
CVS In-Service/Refresher Training	22	10	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$3,000.00
Public Outreach	10	8	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$4,000.00
Level III Training	10	3	100.0000	\$5,500.00	\$5,500.00	\$0.00	\$4,000.00
Other Travel Paid with MOE	1	1	0.0000	\$0.00	\$0.00	\$0.00	\$29,948.02
TOTAL: Travel				\$86,100.00	\$85,600.00	\$500.00	\$56,948.02

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

Travel costs are estimates based on actual costs of travel completed recently, and current rates on Expedia, Priceline, Delta, United and other travel websites. Out of state travel rates use the federal per diem rate for the city as listed on the GSA website, <https://www.gsa.gov/portal/content/104877>

Actual costs may differ. Costs were based on training, conferences, and meetings CVS was aware of at the time of CVSP submission. The location of some training planned for this fiscal year was unavailable/yet to be determined at the time of CVSP submission. In addition, personnel changes within the program during this fiscal year may require additional or less travel, as such, actual billed costs may differ.

Additional travel may be required if new training needs are identified or if additional meetings are scheduled by FMCSA or other stakeholders during the fiscal year.

CVS is working to better plan for program succession. Several employees in management and other critical positions in the CVS Program are at or near retirement age. To more efficiently transition when promotions or retirements occur, CVS is identifying and providing training to employees in advance when possible. This requires sending additional people to key meetings and training to ensure employees have the knowledge and skills needed to ensure the continued successful operation of CVS.

Travel costs were included for up to 6 CVS/ISP staff to attend 2 CVSA Conferences for up to 10 days per year. The total number of days per conference will vary depending on when committee meetings are scheduled. Several members of CVS participate in committees that benefit the CVS Program. Members of CVS participate in or head the following CVSA committees: Policy and Regulatory Affairs, Vehicle, Driver/Traffic Enforcement, Crash, Hazmat, and the Information Systems Committee. Information provided at the CVSA Conferences is critical to ensure CVS continues to operate efficiently and in cooperation with other states and FMCSA. Some of the information provided to attendees at CVSA is not available at other meetings or other places. Leadership at the Idaho State Police including the ISP Major over the CVS program, and the ISP Colonel, have requested to be more involved and may attend if scheduling allows. Personnel changes within the CVS Program may reduce the number of attendees.

In the past, FMCSA has allowed CVS to include travel listed without a cost as a placeholder and a way to document travel that may become necessary during the fiscal year, but was not know at the time of CVSP submission. This was necessary due to the length of time it can take to get a budget amendment approved by FMCSA and the need to schedule travel in a timely and efficient manner. Based on comments from FMCSA technical review, the travel was removed. However, there may be travel that is necessary, but not know until after the CVSP is submitted that occurs during this fiscal period.

Travel costs are necessary to ensure the success of the goals and activities outlined in the CVSP. All travel costs are in accordance with state and federal travel guidelines. Travel expenses are itemized, and supporting documents are forwarded to FMCSA for approval. Audits of expenses are done both internally and externally.

CVS strives to ensure all travel is completed in the most economical way possible. CVS uses a variety of resources to locate and book the cheapest travel options possible, including: Expedia, Priceline, Trivago and others. CVS also makes every effort to book travel plans well in advance to reduce the costs. ISP has a policy which requires travel be approved/scheduled a minimum of 30 days in advance unless it is an emergency situation. Contracts are used for some in-state travel which also reduces travel costs.

The travel budget also includes travel costs for enforcement projects on or near the Idaho/Canadian Border as part of the Border Enforcement Project described in the CVSP.

The travel budget includes some in-state travel necessary for meetings with program stakeholders, training, and emphasis patrols. In-state per diem rates are used for all in-state travel when applicable. Rates are set by the State of Idaho. Below is the current state travel policy on per-diem rates.

<https://www.sco.idaho.gov/web/sbe/sbeweb/nsf/pages/trvlpolicy.htm#Policy>

6. Per Diem Allowance

A. Daily Per Diem Allowance Rates - A daily Per diem allowance shall be paid to the traveler in accordance with the amounts and hours of the day as established by the Idaho State Board of Examiners pursuant to Appendix B. The Per diem allowance is a fixed amount for a full day of official travel status and is not a reimbursement for actual costs incurred. No receipt or other evidence of expenditure is required. The Per diem allowance is intended to cover the cost of food, beverages, and related gratuities and no portion of these costs shall be reimbursed as separate items. The Per diem allowance shall be based on the rate at the temporary work location, and on the final day of travel the allowance shall be the rate for the location where the traveler last stayed the night prior to returning to their official primary work station.

B. Timeframes for Partial Day Per Diem Allowance - The amount of the Per diem allowance for official State travel that does not involve an overnight stay, or for the first and last day of a multiple day trip, shall be calculated based on the percentages of the daily Per diem allowance as established by the State Board of Examiners.

1) 25% for breakfast (leave at 7:00am or earlier/return at 8:00am or later) 2) 35% for lunch (leave at 11:00am or earlier/return at 2:00pm or later) 3) 55% for dinner (leave at 5:00pm or earlier/return at 7:00pm or later)

Each entity of State government may adopt an internal policy regarding the time frames for allowing partial day Per diem allowance in order to consider the effects of swing shifts and other flexible work schedules that are usual and customary to the entity.

C. Meals Provided by Others and at Conferences - When meals are furnished by others or as part of a meeting or conference and are identified on an official agenda, the Per diem allowance for the day shall be calculated for only those meals not provided. The allowable amount shall use the following percentages applied to the allowable Per diem allowance for each meal not provided by others or as part of a meeting or conference:

1) 25% for breakfast 2) 35% for lunch 3) 55% for dinner

Complimentary meals or beverages provided by lodging vendors, commercial airlines, or other commercial entities will not be considered when determining Per diem allowances.

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
CVS Vehicle	2	\$65,000.00	100	\$130,000.00	\$130,000.00	\$0.00	\$0.00
Desktop Computers	6	\$2,000.00	0	\$0.00	\$0.00	\$0.00	\$12,000.00
Furniture (as needed)	1	\$10,000.00	0	\$0.00	\$0.00	\$0.00	\$10,000.00
Radios, In-Car Cameras, etc.	1	\$30,000.00	0	\$0.00	\$0.00	\$0.00	\$30,000.00
Laptop Computers	14	\$2,500.00	71.4286	\$25,000.01	\$25,000.01	\$0.00	\$9,999.99
TOTAL: Equipment				\$155,000.01	\$155,000.01	\$0.00	\$61,999.99
Equipment threshold is greater than \$5,000.							

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

Vehicle costs included in the budget were based on the current state contract. The vehicles being replaced are at or past the mileage limit the Idaho State Police and State of Idaho Vehicle Use Policies allow.

Equipment costs not specifically listed above will be purchased with MOE funds.

The vehicles are used by only CVS Specialists to complete duties assigned as part of the MCSAP Program. They also transport the equipment necessary to complete commercial vehicle inspections and crash investigations. The vehicles are also necessary for the adverse weather conditions which occur throughout Idaho during the winter months of the year.

CVS plans to make adjustments if needed in the types of vehicles purchased for the program to coincide with the ISP Patrol division. Patrol is replacing a majority of their

vehicles with Chevrolet, GMC, or Ford Sport Utility Vehicles. The cost of purchasing a new vehicle could be reduced by ordering vehicles in larger orders with ISP Patrol. If cost savings are possible, and there is a sport utility vehicle that will work for CVS Specialists and all their equipment, CVS may change vehicle types.

Replacement items listed are estimated. In the event an item is broken CVS will purchase a new one. Items purchased are only used by CVS employees. All items are included on the employee's inventory list. Examples of items that could be replaced are: desks, chairs, printers, computers, etc.

CVS Specialists laptops are malfunctioning at a rate faster than expected, we increased the number of replacement laptop computers for that reason.

There are approximately 24 employees in the CVS Program. Each employee has a desk and chair and other office furniture that is used for CVS activities. With the exception of the items purchased in 19, most of the furniture being used by CVS employees is well over 10 years old and damaged/broken and needs replaced. When it is necessary to replace furniture, CVS is required to follow state purchasing contracts and use approved vendors. (See state purchasing contracts below). Based on those costs, the total included in the budget is the estimated cost to replace 2-3 of the other 20+ desks, or other furniture not replaced in the previous fy.

<https://purchasing.idaho.gov/statewide-contracts/>

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
Computer Supplies	12 months	\$3,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$3,500.00
Specialists Uniforms and related supplies	12 months	\$15,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,550.00
Office Supplies	12 months	\$9,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$9,500.00
TOTAL: Supplies				\$0.00	\$0.00	\$0.00	\$14,550.00

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

Computer supplies include keyboards, cords, cables, monitors, and other devices necessary for CVS Specialists, management, and support personnel to complete their tasks and are replaced as needed.

Uniforms and related supplies for CVS Specialists include the costs of uniforms worn daily during inspections and other items necessary, i.e., holsters, boots, duty belts, radio clips, etc. All the items are required by ISP policy.

Office supplies include paper, pens, etc., used by employees in the CVS Program while completing their assigned tasks. The cost listed is an estimate based on total costs spent in the previous fiscal year.

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
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00	\$0.00

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

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)	27.80	\$1,787,637.77	\$496,963.30	\$496,963.30	\$0.00
TOTAL: Indirect Costs			\$496,963.30	\$496,963.30	\$0.00

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Communication	12 months	\$16,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$16,000.00
Vehicle Maintenance	12 months	\$165,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$165,000.00
CVSA Decals	6000 each	\$0.50	0.0000	\$0.00	\$0.00	\$0.00	\$3,000.00
CVSA Conference Reg, Membership, Dues	12 months	\$8,550.00	0.0000	\$0.00	\$0.00	\$0.00	\$8,550.00
Data Quality Conf Reg	3 each	\$550.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,650.00
Office Rental (Dist 4)	12 months	\$25,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$25,000.00
Other Costs Paid with MOE	12 months	\$25,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$25,000.00
Vehicle Fuel	26000 Gallons	\$4.00	17.0673	\$17,749.99	\$17,749.99	\$0.00	\$86,250.00
Vehicle Maintenance	1 Year	\$195,442.00	15.5755	\$30,441.06	\$19,462.00	\$10,979.06	\$165,000.00
TOTAL: Other Costs				\$48,191.05	\$37,211.99	\$10,979.06	\$495,450.00

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

Fuel and lubricant costs are an estimate, based on the cost in the previous fiscal year for fuel/lubricants for vehicles used by CVS Specialists for MCSAP activities, and projecting possible fuel costs of \$4.00 per gallon.

Maintenance and repair costs are for maintenance and repair to vehicles used by CVS Specialists. It is an estimate based on the previous fiscal year and projected costs based on the age and mileage of vehicles currently being used. Changes to the state vehicle replacement policy require vehicles to remain in use for longer than in previous years. As such, CVS anticipates vehicle repair costs will increase and included additional funds in the budget. CVS issues CVSA decals for some inspections. The total listed is an estimate based on the total spent in the previous fiscal year. Actual costs may vary.

CVS employees attend and participate in several CVSA Committees as described earlier. CVS plans to pay registration fees for five/six employees to attend two conferences during this fiscal year, which may include costs for one member of upper management (Colonel or Major) to attend a CVSA Conference. As noted earlier, CVS employees participate in CVSA to facilitate safety and partnerships with other safety agencies and industry partners. The costs budgeted are estimated membership dues for on year.

CVS Staff and Specialists use cell phones and wireless capability to complete inspection uploads and other MCSAP activities outlined in the CVSP.

Software, content, and storage costs are for tools necessary for social media development and storage. CVS plans to expand the social media program and will use a variety of tools including photo and video editing software and apps, subscription services for content and content storage, and other tools as identified. All social media developed by CVS will be used 100% for CVS activities and goals.

CVS is exploring the possibility of renting an appropriate work/office space for the specialists assigned to the District 4 office in Jerome. Currently, there is no space available in the ISP District office and the specialists work from their vehicle or their residence. If an appropriate space can be identified, CVS may rent the additional space during this fiscal year.

A current In-Direct Cost Rate Agreement is included in the attachments. The current negotiated rate for FY 2020 is 27.80. CVS will update the rate and memo annually.

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	\$2,562,414.00	\$452,190.00	\$3,014,604.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$452,190.00
MOE Baseline:	\$707,522.80

Estimated Expenditures**Personnel**

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
CVS Sgt and Spec	\$0.00	\$328,453.64	\$328,453.64	\$0.00
Clerical (Part-Time)	\$13,911.89	\$10,246.96	\$24,158.85	\$0.00
CVS Mgmt, Sgt, and Spec	\$1,100,669.31	\$0.00	\$1,100,669.31	\$0.00
Professional/Clerical	\$164,456.79	\$3,000.00	\$167,456.79	\$0.00
Financial (Part-Time)	\$0.00	\$18,933.18	\$18,933.18	\$0.00
Salary Subtotal	\$1,279,037.99	\$360,633.78	\$1,639,671.77	\$0.00
CVS Sgts, Spec	\$200,000.00	\$0.00	\$200,000.00	\$0.00
CVS Sgts, Spec. Overtime	\$0.00	\$0.00	\$0.00	\$150,000.00
Overtime subtotal	\$200,000.00	\$0.00	\$200,000.00	\$150,000.00
Personnel total	\$1,479,037.99	\$360,633.78	\$1,839,671.77	\$150,000.00

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVS Sgt and Spec	\$0.00	\$80,076.99	\$80,076.99	\$0.00
Clerical (Part-Time)	\$0.00	\$0.00	\$0.00	\$6,384.22
CVS Mgmt, Sgt, and Spec	\$268,343.17	\$0.00	\$268,343.17	\$0.00
Professional/Clerical	\$40,256.61	\$0.00	\$40,256.61	\$0.00
Financial (Part-Time)	\$0.00	\$0.00	\$0.00	\$4,551.53
Overtime Benefits	\$0.00	\$0.00	\$0.00	\$73,140.00
Fringe Benefits total	\$308,599.78	\$80,076.99	\$388,676.77	\$84,075.75

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Safetynet Training	\$8,000.00	\$0.00	\$8,000.00	\$2,000.00
FMCSA Planning Meeting	\$7,500.00	\$0.00	\$7,500.00	\$2,000.00
NAS Level I	\$4,500.00	\$0.00	\$4,500.00	\$0.00
Safety Investigation Training	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Safety Audit Training	\$3,800.00	\$0.00	\$3,800.00	\$0.00
NAS Part A	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Motorcoach Training	\$550.00	\$0.00	\$550.00	\$3,000.00
NAS Part B	\$4,750.00	\$0.00	\$4,750.00	\$0.00
Emphasis Patrols Inc Border	\$10,000.00	\$0.00	\$10,000.00	\$4,000.00
CVSA Meetings	\$11,500.00	\$500.00	\$12,000.00	\$2,000.00
State Required Training	\$2,500.00	\$0.00	\$2,500.00	\$3,000.00
CVS In-Service/Refresher Training	\$15,000.00	\$0.00	\$15,000.00	\$3,000.00
Public Outreach	\$6,000.00	\$0.00	\$6,000.00	\$4,000.00
Level III Training	\$5,500.00	\$0.00	\$5,500.00	\$4,000.00
Other Travel Paid with MOE	\$0.00	\$0.00	\$0.00	\$29,948.02
Travel total	\$85,600.00	\$500.00	\$86,100.00	\$56,948.02

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVS Vehicle	\$130,000.00	\$0.00	\$130,000.00	\$0.00
Desktop Computers	\$0.00	\$0.00	\$0.00	\$12,000.00
Furniture (as needed)	\$0.00	\$0.00	\$0.00	\$10,000.00
Radios, In-Car Cameras, etc.	\$0.00	\$0.00	\$0.00	\$30,000.00
Laptop Computers	\$25,000.01	\$0.00	\$25,000.01	\$9,999.99
Equipment total	\$155,000.01	\$0.00	\$155,000.01	\$61,999.99

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Computer Supplies	\$0.00	\$0.00	\$0.00	\$3,500.00
Specialists Uniforms and related supplies	\$0.00	\$0.00	\$0.00	\$1,550.00
Office Supplies	\$0.00	\$0.00	\$0.00	\$9,500.00
Supplies total	\$0.00	\$0.00	\$0.00	\$14,550.00

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

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Communication	\$0.00	\$0.00	\$0.00	\$16,000.00
Vehicle Maintenance	\$0.00	\$0.00	\$0.00	\$165,000.00
CVSA Decals	\$0.00	\$0.00	\$0.00	\$3,000.00
CVSA Conference Reg, Membership, Dues	\$0.00	\$0.00	\$0.00	\$8,550.00
Data Quality Conf Reg	\$0.00	\$0.00	\$0.00	\$1,650.00
Office Rental (Dist 4)	\$0.00	\$0.00	\$0.00	\$25,000.00
Other Costs Paid with MOE	\$0.00	\$0.00	\$0.00	\$25,000.00
Vehicle Fuel	\$17,749.99	\$0.00	\$17,749.99	\$86,250.00
Vehicle Maintenance	\$19,462.00	\$10,979.06	\$30,441.06	\$165,000.00
Other Costs total	\$37,211.99	\$10,979.06	\$48,191.05	\$495,450.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$2,065,449.77	\$452,189.83	\$2,517,639.60	\$863,023.76
Indirect Costs	\$496,963.30	\$0.00	\$496,963.30	NA
Total Costs Budgeted	\$2,562,413.07	\$452,189.83	\$3,014,602.90	\$863,023.76

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	\$2,562,414.00	\$452,190.00	\$3,014,604.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$452,190.00
MOE Baseline:	\$707,522.80

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$1,279,037.99	\$360,633.78	\$1,639,671.77	\$0.00
Overtime Subtotal	\$200,000.00	\$0.00	\$200,000.00	\$150,000.00
Personnel Total	\$1,479,037.99	\$360,633.78	\$1,839,671.77	\$150,000.00
Fringe Benefits Total	\$308,599.78	\$80,076.99	\$388,676.77	\$84,075.75
Travel Total	\$85,600.00	\$500.00	\$86,100.00	\$56,948.02
Equipment Total	\$155,000.01	\$0.00	\$155,000.01	\$61,999.99
Supplies Total	\$0.00	\$0.00	\$0.00	\$14,550.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$37,211.99	\$10,979.06	\$48,191.05	\$495,450.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$2,065,449.77	\$452,189.83	\$2,517,639.60	\$863,023.76
Indirect Costs	\$496,963.30	\$0.00	\$496,963.30	NA
Total Costs Budgeted	\$2,562,413.07	\$452,189.83	\$3,014,602.90	\$863,023.76

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? Brad Little
2. What is this person's title? Governor
3. Who is your Governor's highway safety representative? Brian Ness
4. What is this person's title? Director

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

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

State Certification declaration:

I, Brad Little, Governor, on behalf of the State of IDAHO, 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? Marsi Woody
2. What is the title of your certifying State official? CFO
3. What are the phone # and email address of your State official? 208-884-7210 marsi.woody@isp.idaho.gov

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

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

I, Marsi Woody, 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.

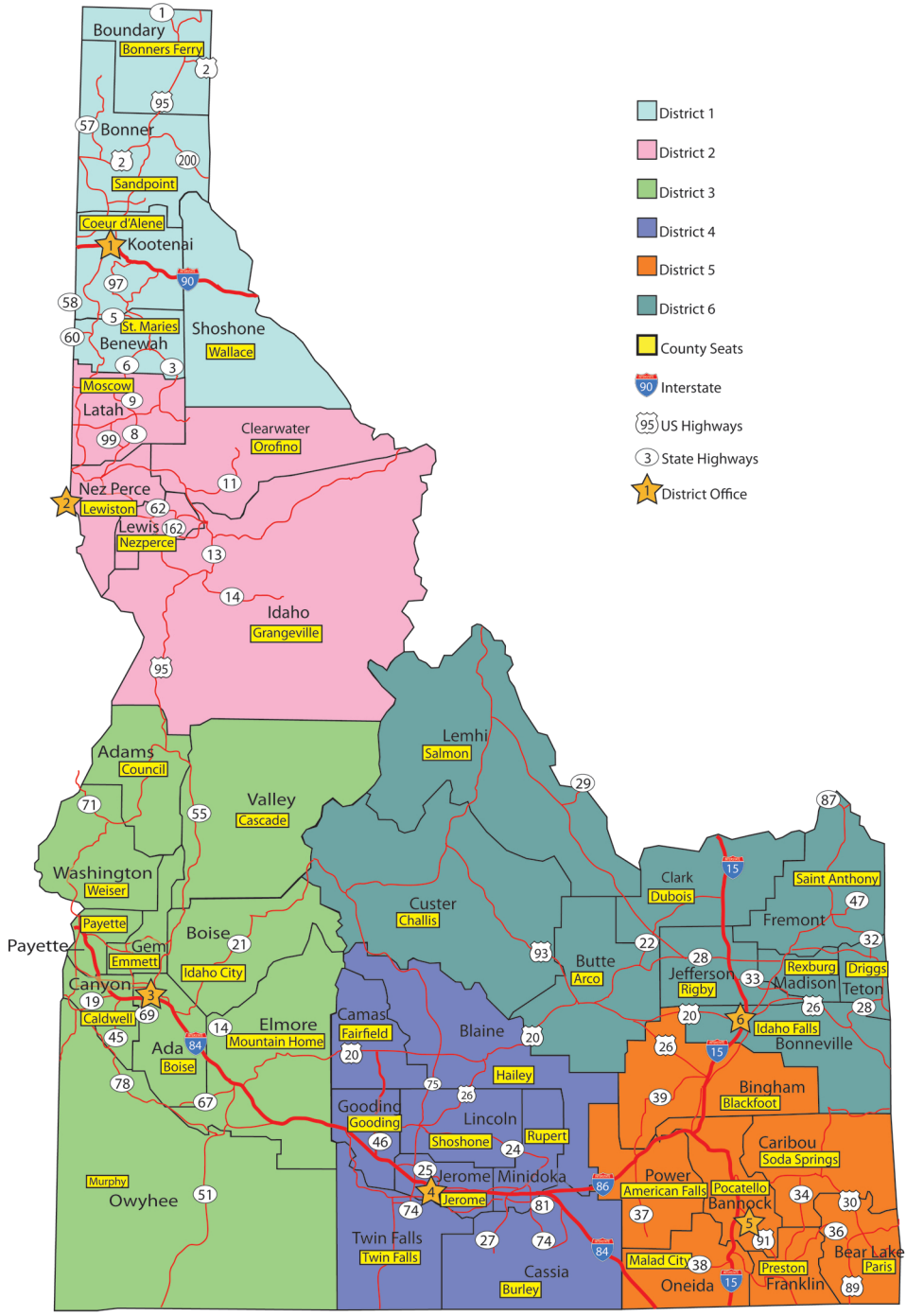
Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

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?

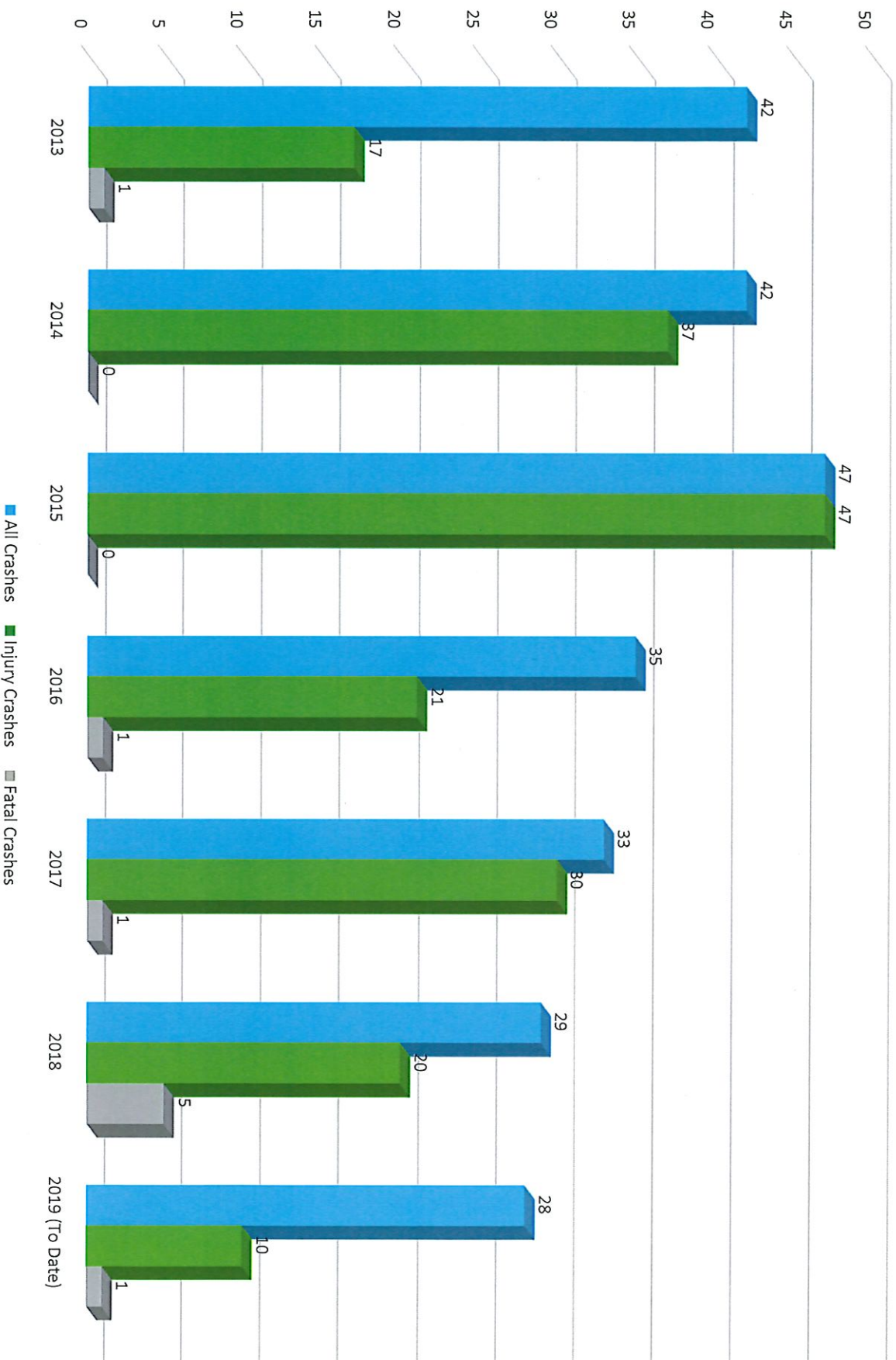
☐ Yes ☒ No

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

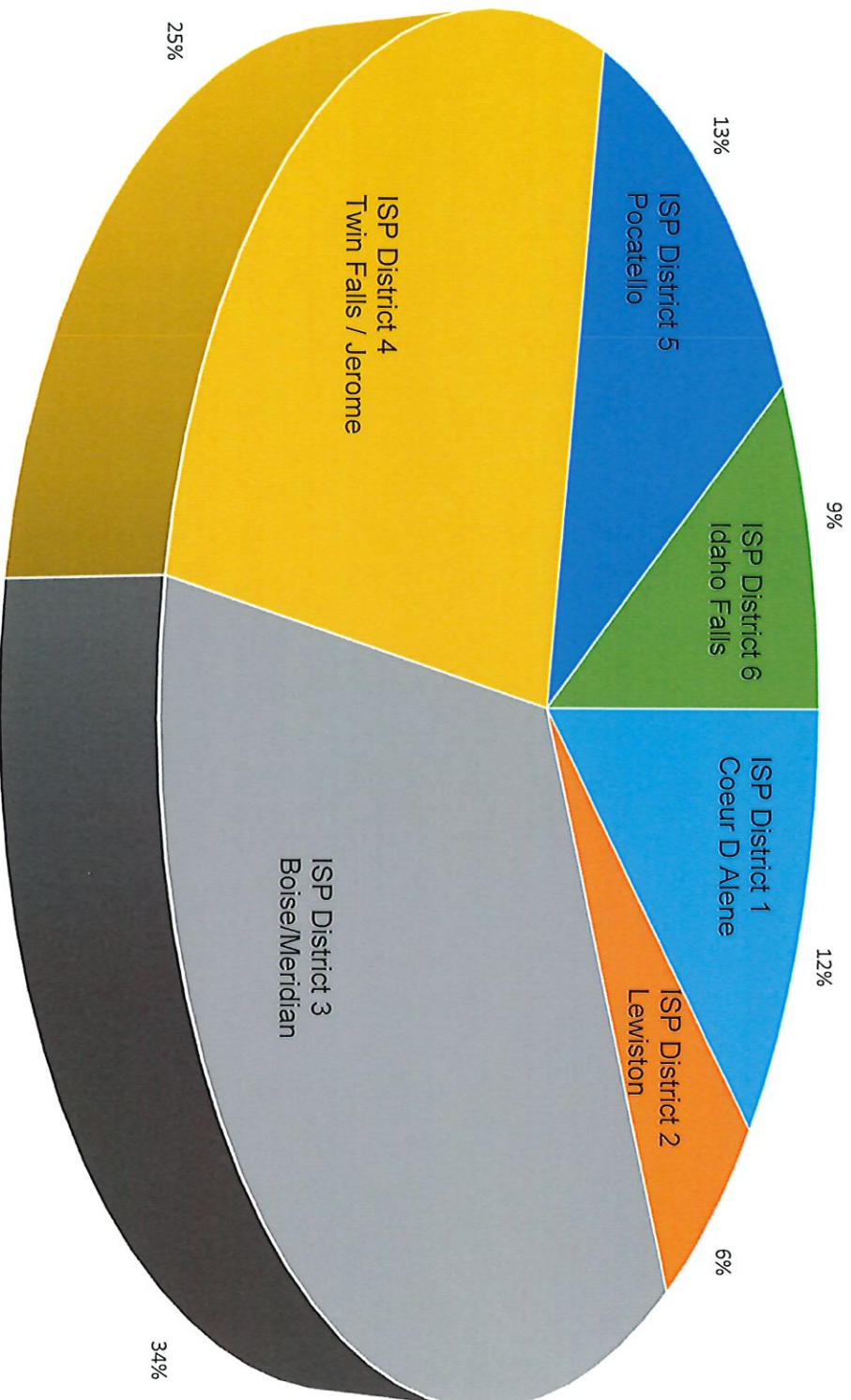
☐ Yes ☒ No



Crash Trends | 84 Ada & Canyon Counties / Webcars

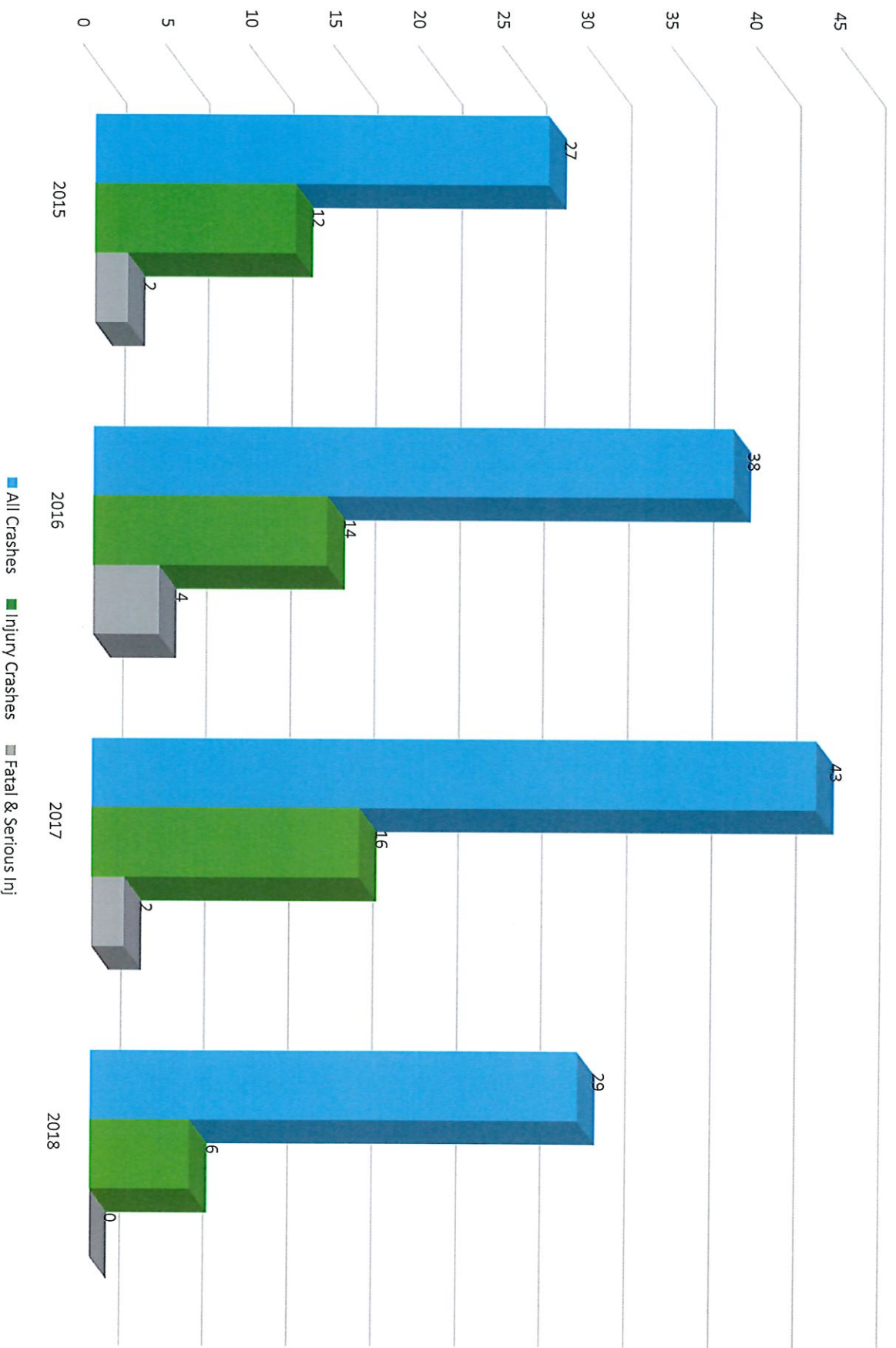


% of Total CMV Crashes by ISP District A&I Data

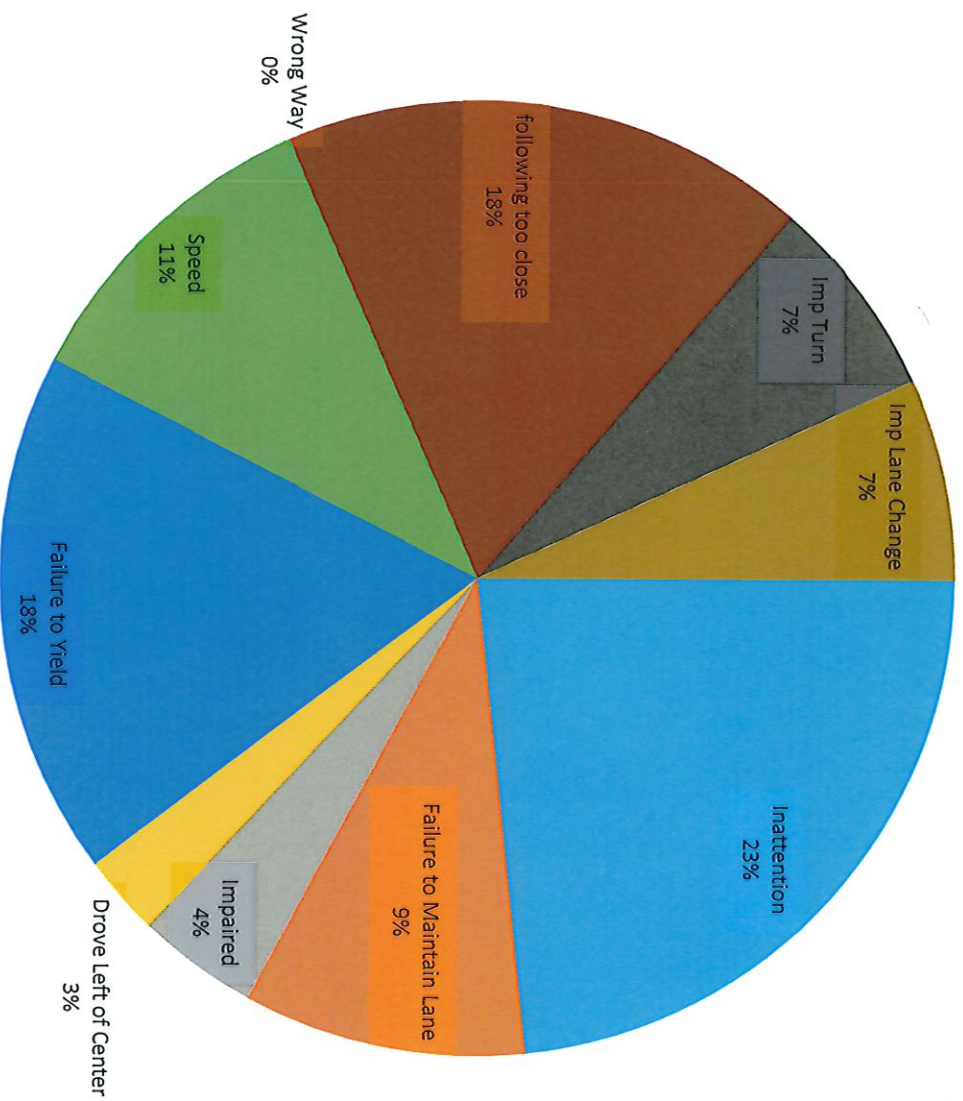


■ District 1 ■ District 2 ■ District 3 ■ District 4 ■ District 5 ■ District 6

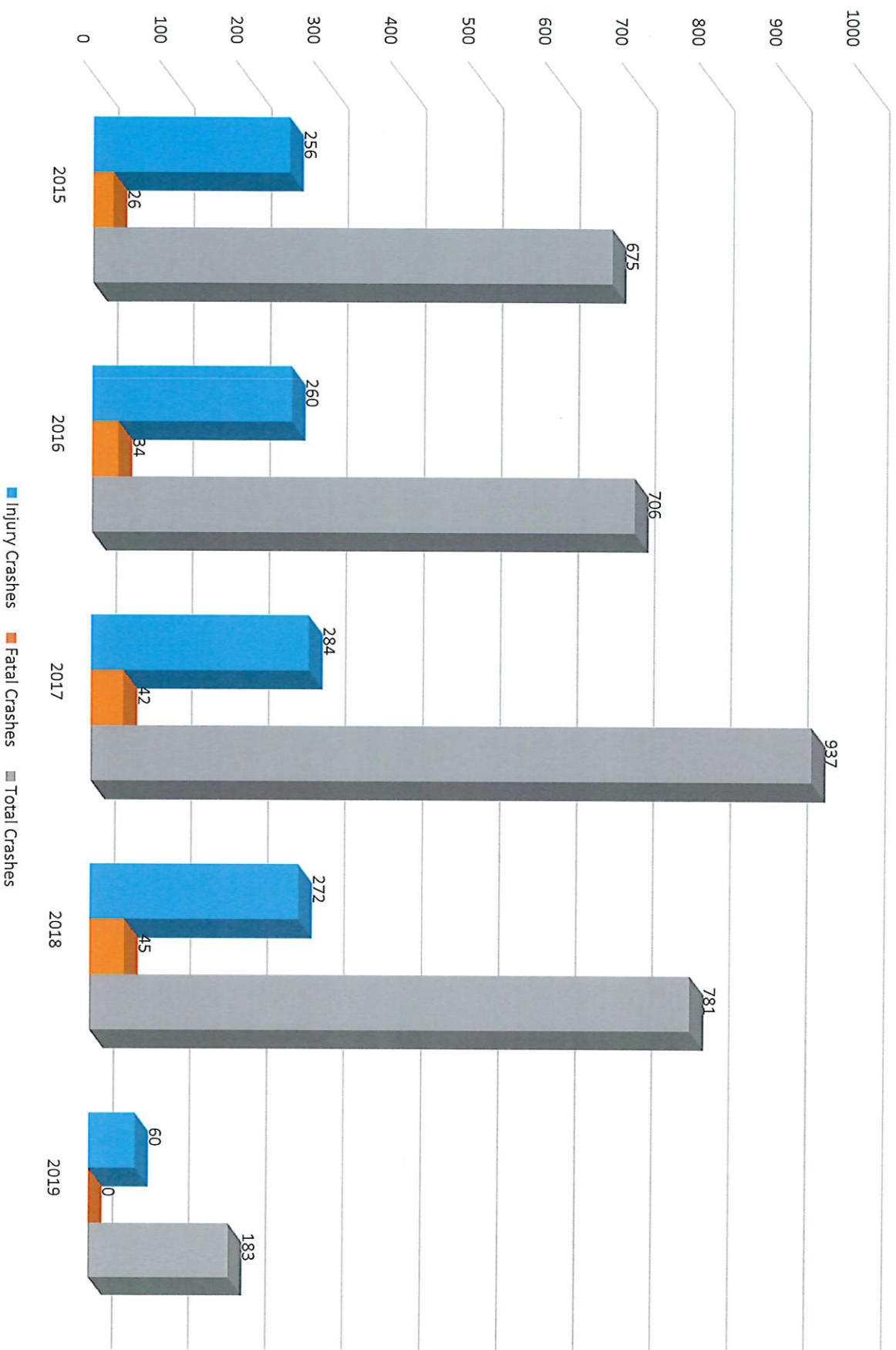
Crash Trends I-90 Webcars



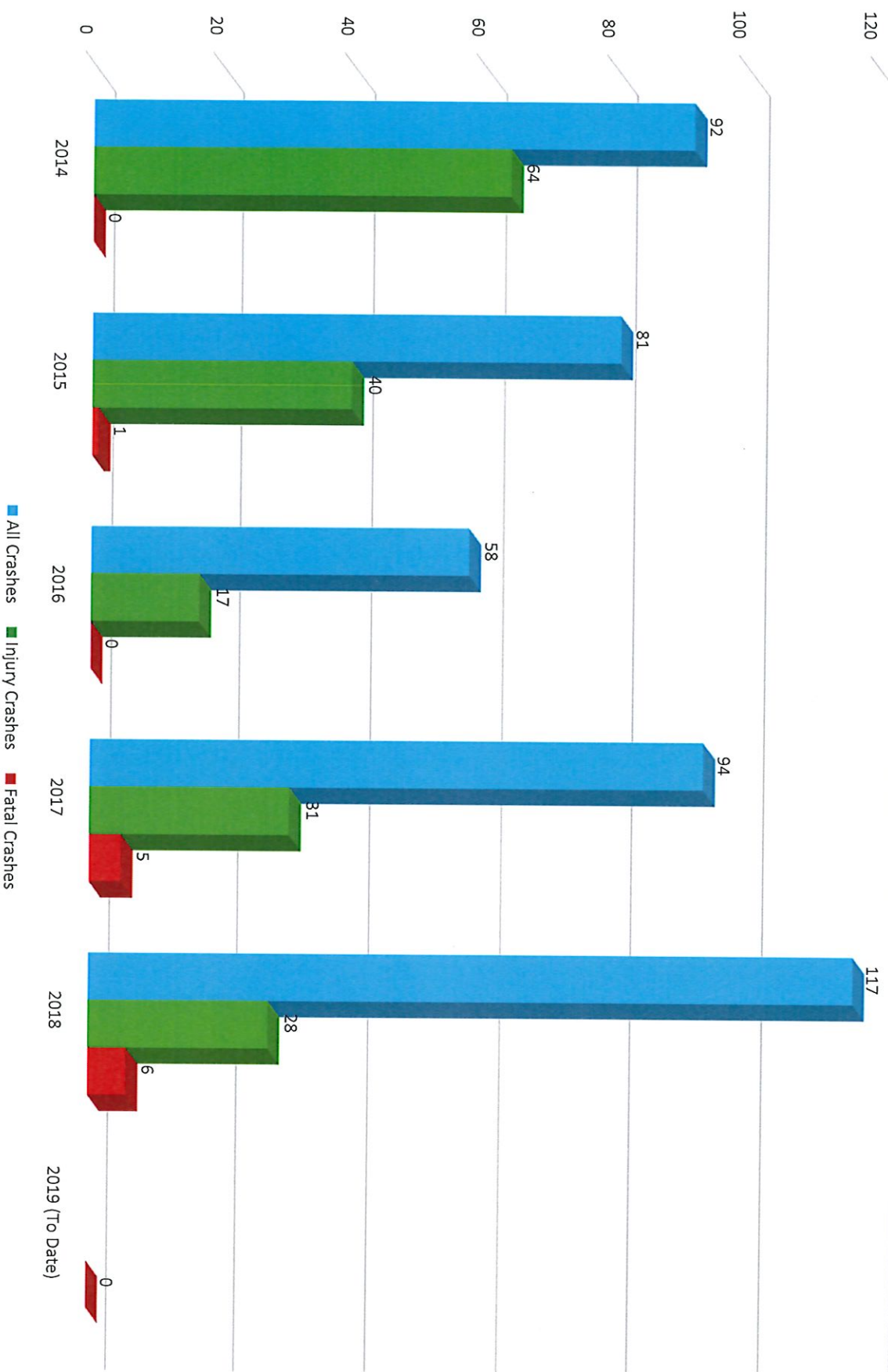
Driver Actions in Fatal CMV Crashes
Webcars Data
2015-2019 (to date)



Crash Trends A&I 2015-2018



Crashes in/near Work Zones Webcars Data





**NEGOTIATED AGREEMENT
STATE AND LOCAL UNITS OF GOVERNMENT**

INSTITUTION:

DATE: June 3, 2019

Idaho State Police
700 S. Stratford Drive
Meridian, Idaho 83642-6202

File Ref: This replaces the negotiated agreement dated December 21, 2018.

SUBJECT: The indirect cost rate(s) contained herein is for use upon grants and contracts with the Federal Government subject to the conditions contained in Section II.

SECTION I: RATES

OVERHEAD

Type	Effective Period		*Rate	Locations	Applicable
	<u>From</u>	<u>To</u>			<u>To</u>
Fixed (FCF)	07/01/2011	06/30/2012	33.46%	All	All Programs
Fixed (FCF)	07/01/2012	06/30/2013	29.35%	All	All Programs
Fixed (FCF)	07/01/2013	06/30/2014	29.05%	All	All Programs
Fixed (FCF)	07/01/2014	06/30/2015	28.27%	All	All Programs
Fixed (FCF)	07/01/2015	06/30/2016	30.13%	All	All Programs
Fixed (FCF)	07/01/2016	06/30/2017	35.07%	All	All Programs
Fixed (FCF)	07/01/2017	06/30/2018	34.58%	All	All Programs
Fixed (FCF)	07/01/2018	06/30/2019	28.68%	All	All Programs
Fixed (FCF)	07/01/2019	06/30/2020	27.80%	All	All Programs

***Base: Total direct salaries and applicable fringe benefits**

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs.

SECTION II: GENERAL

LIMITATIONS: Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor were included in its indirect costs pool as finally accepted and that such costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially incomplete or inaccurate.

AUDIT: Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

ACCOUNTING CHANGES: The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowance.

FIXED RATE (S): The fixed rate (s) contained in this agreement is based upon estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.

SPECIAL REMARKS: Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

U.S. DEPARTMENT OF JUSTICE
Office of Justice Programs

Idaho State Police

Prencis Shaw

Digitally signed by Prencis Shaw
Date: 2019.06.11 13:32:35 -04'00'

Signature: Prencis Shaw
Staff Accountant
Office of the Chief Financial Officer

[Handwritten Signature]

Signature

Date

KEDRICK WILLS

Name

DIRECTOR

Title

6-10-19

Date



BRAD LITTLE
GOVERNOR

FY 2020 Certification of MCSAP Conformance (State Certification)

I Brad Little, Governor, on behalf of the State of Idaho, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Idaho State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Idaho State Police to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.

9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.
10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative is Brian Ness, Director.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.203 and 350.310.

Signed,



7/10/19

Brad Little

Governor of Idaho

I, Marsi Woody, 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 FMCSR's and identical to the HMR's.

Marsi Woody
Signature of certifying official

8/5/2019
Date

