



LOUISIANA

Commercial Vehicle Safety Plan

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

Fiscal Years 2020 - 2022

Date of Approval: March 25, 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.*

LSP recognizes the key role of the MCSAP program is to reduce crashes, injuries, and fatalities involving CMVs in general. During FFY 2020, the Louisiana State Police (LSP) will build upon our historic mission of supporting FMCSA's goal to reduce the number and severity of crashes involving commercial motor vehicles. This will be accomplished through an effective roadside inspection program, aggressive traffic enforcement, thorough compliance reviews/investigations, and effective public education. We will continue to provide technical assistance, training, and education to the motor carrier industry in an effort to bring about voluntary safety compliance. In addition, an increased public awareness campaign will convey the dangers of aggressive driving around large trucks and buses to CMV and Non-CMV drivers alike, with targeted efforts toward prospective and mature drivers, based on data collected and analyzed throughout the year.

In light of a recent increase nationwide in the number and severity of passenger carrier crashes, it is evident that an increased emphasis on passenger carrier safety is necessary. LSP will continue to target the unsafe operation of passenger carriers, in an effort to assist FMCSA in reducing bus crashes and fatalities. In addition, LSP will increase its focus on enforcement efforts in construction work zones and congested areas immediately before and after construction work zones. LSP will continually monitor crash statistics in and around construction work zones and will adjust enforcement and education outreach based on that data. Additionally, LSP recognizes the importance of national security, and the danger involving CMVs that carry hazardous materials. During FFY 2020, LSP will continue an increased inspection/enforcement effort toward such vehicles.

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 Louisiana State Police (LSP) is statutorily designated as the only agency authorized to conduct MCSAP activities within the State of Louisiana. As such, we are designated as the Lead MCSAP Agency in Louisiana. MCSAP enforcement is provided by 130 Commissioned and 8 Civilian NAS-Certified Inspectors throughout the Department, all of whom are committed to supporting FMCSA's goal of promoting CMV safety and reducing the number and severity of CMV large truck and bus crashes.

LSP MCSAP Inspectors utilize ASPEN for completing Driver/Vehicle Examination reports. This program aids the inspector in properly identifying motor carriers, thus ensuring accuracy. Inspectors are required to transfer inspections electronically via SafetyNet. This process continues to help Louisiana maintain its green status for data completeness, timeliness, and accuracy.

LSP maintains a close partnership with the Louisiana State University, Highway Safety Research Group (LSU/HSRG), to provide in-depth, comprehensive crash data collection, analysis and reporting. This continued relationship has dramatically improved Louisiana's state data rating over the past several years, resulting in several Data Quality Awards. LSU is contracted as the primary repository for crash data for the Department of Public Safety. As crash reports are received, they are compiled and entered into a database, then forwarded to MCSAP for upload to SafetyNet. The data is also posted to a nationally recognized website, which is updated daily. This data is available to MCSAP supervisors to review and to develop strategies that will most effectively address current crash factors and circumstances. LSP Administrative staff and field supervisors will meet with LSU/HSRG Personnel at least quarterly to review the latest crash data and trends and adjust enforcement and inspection efforts accordingly.

The MCSAP Data Quality(DQ) Program Section addresses all DataQs challenges, and ensures that all are adequately handled in a timely manner. DQ personnel also provide CMV crash reporting training to local law enforcement agencies throughout the state. Additional administrative personnel have been trained to assist in the event of a substantial increase in the number of DataQ challenges received.

The MCSAP Unit, within the Commercial Vehicle Enforcement Division, is responsible for administering the MCSAP for LSP. The MCSAP Unit is comprised of 45 NAS-certified commissioned inspectors, 8 NAS-certified civilian NESA Investigators, 3 civilian DQ Investigators, and 9 other civilian administrative support personnel. The MCSAP unit receives command supervision from a State Police Captain, and ultimately a State Police Major. The MCSAP Unit is functionally divided along administrative and enforcement lines.

Administrative (29)

One (1) State Police Lieutenant that manages the operations of compliance reviews, civil penalty assessment process, SafetyNet, legislative affairs, and training.

One (1) State Police Lieutenant that manages all MCSAP grants, activities, and logistics.

One (1) State Police Sergeant coordinates MCSAP Grants and the New Entrant Safety Audit Program.

One (1) State Police Sergeant coordinates compliance reviews and training.

One (1) State Police Sergeant serves as the MCSAP logistics coordinator for the state.

Seven (7) State Police Troopers conduct compliance reviews, investigations, and outreach.

One (1) Civilian Administrative Program Manager I supervises all civilian MCSAP personnel.

Four (4) Civilian Administrative Coordinator IV's perform MCSAP administrative duties such as processing inspections, hearing requests, purchasing, and other administrative duties.

One (1) Civilian Administrative Coordinator IV (WAE) manages DataQs challenges.

One (1) Civilian Training/Public Outreach Coordinator (WAE) handles all issues dealing with training and education, both for inspectors and for the public.

Eight (8) Civilian NESA Auditors (WAE) perform New Entrant audits and education state-wide.

Three (3) Civilian Data Quality Investigators (WAE) handle data quality issues and state-wide training.

Roadside Enforcement (33)

Three (3) State Police Lieutenants provide supervision of roadside enforcement (one in each region).

Six (6) State Police Sergeants provide direct supervision to roadside inspectors (two in each region).

Twenty-Four (24) Inspectors are assigned to perform MCSAP enforcement and inspection activities throughout the state on a full-time basis.

The MCSAP Unit currently receives additional support from thirty-four (34) Mobile Weight MCSAP Inspectors within the Transportation Safety Section that conduct MCSAP inspections and enforcement activities on a full-time basis, in association with all mobile weight enforcement activities.

Support (52)

The MCSAP unit currently receives additional support from fifty-two (52) NAS-Certified enforcement officers throughout the Department, which include:

Towing and Recovery / MVI Unit - Twenty (20) - conduct MCSAP inspections in conjunction with CMV related job functions.

Emergency Services Unit - Twenty (22) - conduct MCSAP inspections in conjunction with CMV related job functions.

Other LSP Personnel - Ten (10) - conduct MCSAP inspections on an occasional basis, in association with regular assigned patrol duties.

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:	LOUISIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	148
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	139
Traffic Enforcement Activities	139
Investigations*	15
Public Education and Awareness	9
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

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 # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	104	92	94
01/01/2017	12/31/2017	109	80	96
01/01/2016	12/31/2016	100	80	89
01/01/2015	12/31/2015	98	78	85
01/01/2014	12/31/2014	105	88	92

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	5	1	4
01/01/2017	12/31/2017	1	1	1
01/01/2016	12/31/2016	9	3	6
01/01/2015	12/31/2015	2	4	3
01/01/2014	12/31/2014	7	1	4

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	4	2	3
01/01/2017	12/31/2017	5	2	5
01/01/2016	12/31/2016	4	1	4
01/01/2015	12/31/2015	4	8	3
01/01/2014	12/31/2014	1	7	1

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

Dr. Helmut Schneider, Ph.D. - LSU Highway Safety Research Group, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2018, May 2019.

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

In 2018, although Louisiana experienced a slight decrease (2.1%) in fatal CMV crashes statewide when compared to 2017, the overall reduction goal was not achieved. We believe this is due, in part, to the increased amount of CMV traffic on the roadways due to a continuing expanding economy along with the second year in a row of increased work zone activities on Interstate and state highways throughout the state.

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.

According to Dr. Helmut Schneider with Louisiana State University, Highway Safety Research Group (LSU/HSRG), in 2018, the number of fatal CMV crashes decreased by only 2.1% (2), compared to 2017, down from 96 to 94. Additionally, the total number of CMV crashes decreased by only 0.7% (27) compared to 2017, down from 4116 to 4089.

Enter the data source and capture date:

Dr. Helmut Schneider, Ph.D. - LSU Highway Safety Research Group, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2018, May 2019.

Projected Goal for FY 2020 - 2022:

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

Fiscal Year	Annual Crash Reduction Goals
2020	3
2021	3
2022	3

Reduce CMV fatal crashes by 9% over the next three years.

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.

Increase traffic enforcement as practicable in areas identified as high crash corridors, with emphasis in construction work zones, including the 5 miles leading up to a construction work zone. Supplement regular duty enforcement with approximately 5,000 hours of overtime enforcement, which should produce approximately 3,400 inspections/violations. This traffic enforcement will be specifically targeted to CMV's (with an inspection) and to non-CMV's in the immediate vicinity of CMV's. Provide educational outreach to CMV drivers through safety talks, with a focus on prospective and mature drivers.

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.

Performance measures shall be based upon the number of inspections conducted, the number of traffic violations issued, and crash statistics. A 3% (3) reduction in fatal crashes, from 94 to 91, is expected by December 31, 2020. Baseline crash data is established on calendar year 2018 statistics, as 2019 data is not yet available. All quantitative and/or qualitative progress will be tracked from information provided by LSU/HSRG, along with internal departmental statistics. Statistics will be monitored by MCSAP administrative personnel and field supervisors, who will make adjustments to activities as the data dictates. Non-CMV traffic enforcement will be documented and tracked via daily reporting forms submitted by inspectors upon completion of each regular shift or overtime detail. This information will be reported quarterly through MCSAP quarterly reporting.

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	9824	8603	7368	6180	8752
Level 2: Walk-Around	26697	20666	17158	19231	26915
Level 3: Driver-Only	20341	13319	9998	20169	17359
Level 4: Special Inspections	9	1	32	52	133
Level 5: Vehicle-Only	68	48	30	63	53
Level 6: Radioactive Materials	0	0	0	0	1
Total	56939	42637	34586	45695	53213

Narrative Overview for FY 2020 - 2022

Overview:

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

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

The roadside inspection is a primary force which ensures that CMV vehicles and drivers operate safely on the highways. In a continuing effort to employ performance based strategies that will reduce the number of CMV crashes, one of the most effective remains the roadside inspection program. The roadside inspection program employs a degree of selection randomness, which serves as a strong compliance incentive to all motor carriers and their drivers. Additionally, data collected from the roadside inspection effort provides important information of compliance trends, which enables the appropriate allocation of resources. The roadside inspection program is also an integral part of the compliance review program. Unsafe carrier management and safety practices identified at roadside are tracked and evaluated through federal data bases for further carrier review. The roadside inspection program is also an effective means of identifying hazardous material carriers that operate unsafely in the state, and ensures that violators are brought into compliance through enforcement of the Federal Motor Carrier Safety Regulations and Hazardous Material Regulations. Additionally, inspectors seek overloaded CMVs, in an effort to protect the motoring public from dangerous vehicles and unqualified drivers.

LSP enforces the registration requirements and financial responsibilities identified in 49 CFR 350.201(t) 1 and 2 during all roadside inspections. LSP has a strict policy requiring all inspectors to check the carrier's operating authority and financial responsibility requirements during every inspection, in addition to enforcing Federal OOS orders. Inspectors will utilize Query Central to verify all status checks. Upon verification, any vehicle discovered to be operating without the required operating authority, or beyond the scope of the motor carrier's operating authority, will be placed out of service. In addition, inspectors are also required to conduct driver's license status checks on all CMV drivers, during every stop. Any driver found to be operating a CMV without a valid driver's license of the proper class required, will be placed out of service until such time as the violation is corrected.

LSP has 79 full-time NAS-Certified inspectors who perform roadside inspections in conjunction with enforcement activities. Additional support is provided by 52 NAS-Certified inspectors who support roadside inspection efforts, primarily on an overtime basis.

In FFY 2020, Louisiana's roadside inspection program will continue concentrating on driver-focused inspections, aimed at removing fatigued, impaired, and unqualified drivers. This emphasis is in recognition of the evidence that operator condition/error continues to play a significant factor in CMV crashes, and will be the primary focus of Level III, driver-only inspections. LSP will attempt to meet or exceed FMCSA's recommended number of Level I and Level III inspections performed (at least 33% Level III and 25% Level I). However, inspectors may perform any Level inspection necessary, as circumstances dictate. Additionally, LSP will enforce FMCSA's new ELD mandate during all roadside and enforcement activities. LSP will continue to work with the LSU/HSRG to ensure that enforcement efforts are directed toward high-crash corridors, as dictated by statistical data analyzed by LSU/HSRG, as well as trends that develop in different areas across the state. Region Lieutenants and Sergeants will work together to identify "problem areas" in their respective Regions, and will continually direct enforcement efforts to those areas.

LSP will continue support of FMCSA's emphasis on passenger carrier enforcement during FFY 2020. Enforcement will target areas where data indicates a need for enforcement, particularly agricultural regions to ensure safe transportation of migrant workers. According to research provided by LSU/HSRG, data shows that the number of crashes involving both large and small buses has decreased significantly from CY2017 to CY2018. LSP will maintain efforts to see a continued decrease in these types of crashes.

Additionally, Inspectors will maintain awareness for signs of illegal activity during inspection and enforcement efforts, to include human trafficking. LSP will also work with Truckers Against Trafficking and other organizations to ensure inspectors have the latest information available to combat human trafficking through identification and education efforts across the state. LSP will host a CMV Criminal Interdiction course with an emphasis on Human Trafficking. We will also continue to post updated Human Trafficking informational pamphlets at all stationary scales throughout the state.

LSP will utilize mobile weight enforcement at locations other than fixed weight facilities, to ensure overloaded CMVs (including intermodal vehicles) are not operating on Louisiana highways, particularly those in disrepair, placing motorist in danger. This includes those CMVs that are missing GVWR information. This occurs quite frequently, as the stickers are removed or painted over, allowing unqualified (Non-CDL) drivers to operate a CMV that actually requires a CDL driver. The appropriate level NAS inspection is conducted with all mobile weight enforcement activities.

Presently, LSP Mobile Weight Enforcement Unit is funded through state dollars in an agreement with Louisiana DOTD. Size and weight activities will only be funded through MCSAP when done in conjunction within or near seaports where intermodal shipping containers enter and exit the United States (Ports of New Orleans, Baton Rouge, Lake Charles, Morgan City, Gramercy, and Shreveport).

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: LOUISIANA STATE POLICE

Enter the total number of certified personnel in the Lead agency: 131

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12700	525	150	13375	25.00%
Level 2: Walk-Around	20000	1935	0	21935	41.00%
Level 3: Driver-Only	18110	0	80	18190	34.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	50810	2460	230	53500	

MCSAP subrecipient agency

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

Subrecipient is:

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

Projected Goals for FY 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:	
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2020:	

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

Projected Goals for FY 2020 Summary for All Agencies					
MCSAP Lead Agency: LOUISIANA STATE POLICE					
# certified personnel: 131					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies:					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12700	525	150	13375	25.00%
Level 2: Walk-Around	20000	1935	0	21935	41.00%
Level 3: Driver-Only	18110	0	80	18190	34.00%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	50810	2460	230	53500	

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	53500	0	0	53500
Enter total number of certified personnel	145	0	0	145
Projected Goals for FY 2022 Roadside Inspections				
Enter total number of projected inspections	54000	0	0	54000
Enter total number of certified personnel	152	0	0	152

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					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)			1	1	1
CSA Off-Site					
CSA On-Site Focused/Focused CR	24	25	61	49	34
CSA On-Site Comprehensive	60	78	73	99	88
Total Investigations	84	103	135	149	123
Total Security Contact Reviews		5	7	5	4
Total Terminal Investigations		1		1	1

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	0	0	2	2	0
CSA On-Site Comprehensive	46	23	26	25	35
Total Investigations	46	23	28	27	35
Total Security Contact Reviews				1	4
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	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	35	0	40	0	45	0
CSA On-Site Comprehensive	90	38	95	40	100	45
Total Investigations	125	38	135	40	145	45
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.

Carrier investigation estimates are based on 7 Investigators that also perform outreach activities. Investigators perform CSA investigations approximately 75% of the time. LSP has trained two new investigators (commissioned personnel) who will both have completed field training by FFY2020 and will be able to conduct investigations on a full-time basis.

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

In 2020, seven (7) investigators will conduct interstate and intrastate carrier investigations, in response to complaints from the public, MCSAP roadside inspectors, SMS BASIC alerts, or to meet State post-crash reporting guidelines. Emphasis will be placed on motor coach carriers that are conditionally rated, in addition to those with a safety rating over 5 years old.

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.

Performance measures shall be based upon the number of CSA Investigations conducted. LSP administrative personnel will monitor all activities. All quantitative and/or qualitative progress will be reported quarterly, through MCSAP quarterly reporting.

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	8379	9500
01/01/2017	12/31/2017	12005	13297
01/01/2016	12/31/2016	7890	9136
01/01/2015	12/31/2015	5591	6579
01/01/2014	12/31/2014	6882	7794

☒ 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.

FMCSA MCMIS data snapshot, as of 06/28/2019

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](#).

In FFY 2020, traffic enforcement will be focused along identified high-crash routes, interstate corridors, work-zones (to include locations within 5 miles before and after work zones), and other areas as crash-reduction statistics indicate (using up-to-date crash statistics in addition to information received from LSU/HSRG). We plan to conduct "High Visible" traffic enforcement in High Risk areas, in an effort to deter aggressive driving behaviors of both CMV and non-CMV drivers. Traffic enforcement will target seat belt violations, and those moving violations which have been identified as major contributing factors in fatality and injury crashes: Failure to Yield, Driving Left of Center, Disregard for Traffic Control, Careless Operation, Following Too Close, Exceeding Posted or Safe Speed, and Texting / Using Hand-Held Mobile Telephone Device While Operating a CMV. We will supplement regular duty hours with approximately 6,000 overtime hours dedicated to traffic enforcement, available to 130 MCSAP-Certified inspectors across the state. This should produce approximately 4,000 inspections / traffic violations. By policy, the appropriate level NAS inspection will be conducted with all CMV traffic enforcement activities. All non-CMV traffic enforcement activities will be conducted in accordance with the MCSAP Comprehensive Policy. In the past, the state has not conducted non-CMV traffic enforcement with MCSAP Funding. However, future non-CMV Traffic Enforcement will be reported when conducted with MCSAP Funding.

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	4000	4000	4000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	200	200	200
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000	2000	2000

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
53500	163	440	54103	47499

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

LSP administrative personnel will monitor traffic enforcement efforts on a continual basis to ensure the program is

operated in an effective and consistent manner, which adheres to FMCSA's traffic enforcement priority. Adjustments will be made as statistics indicate a need for modification.

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	Less Than 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: Louisiana Department of Transportation and Development

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Department of Public Safety, Office of Motor Vehicles

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.

Louisiana PRISM implementation status is currently identified as Partial Participation (Step 3 - Denying for Federal OOS orders). States must achieve a status of Full Participation (STEP 6 - Denying and Suspending for Federal OOS Orders) by October 1, 2020. PRISM Legislation has been submitted and signed by the Governor to provide for Full Participation (effective August 1, 2019). Office of Motor Vehicles is currently working on internal policy and controls to "flip the switch" to deny and suspend registration for Federal OOS Orders and to allow inspectors to query DOT numbers, license plates, and VIN numbers, which will show Federal OOS Orders on Carriers registered in and outside of the state. Louisiana will achieve status of Full Participation before the October 1, 2020 deadline.

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

Work with The Louisiana Department of Public Safety, Office of Motor Vehicles to enact policy to deny and revoke registration for Federal OOS orders in accordance with newly enacted legislation.

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

Performance measures shall be based upon the number of meetings with The Louisiana Office of Motor Vehicles, and the progress towards finalizing policy and procedures needed to proceed with the process.

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	89	38	37	34	41
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	7	7	7	6	8
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	15	7	7	4	5
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2020 - 2022

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

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

Participate in public venues where CMV traffic-related issues may be presented to the public at large. Participate in safety talks at Louisiana Motor Transport Association and other industry sponsored events. Respond to carrier requests for assistance concerning safety or regulatory issues, giving special attention to safe driving, particularly within work zones. LSP will utilize CSA Investigators to support most outreach activities. The 7 investigators will perform outreach activities approximately 25% of the time. Members of LSP Hazmat Section will also conduct safety talks for required local industry annual training for carriers of hazardous cargo.

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	60	65	70
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5	5	5
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events			
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	10	15	20
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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

Performance measures shall be based upon the number of education and outreach activities conducted, and the number of attendees. MCSAP administrative personnel will monitor all activities. All quantitative and/or qualitative progress will be tracked by LSP administrative personnel, and reported quarterly, through MCSAP Quarterly Reporting.

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

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

Source: A&I online data snapshot: June 28, 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.

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

LSP will continue to monitor SSDQ measures, using the "leading indicator" in A&I Online, and ensure that Louisiana retains a "Good" rating in all categories. LSP MCSAP administrative and clerical staff will continue to hold at least quarterly meetings and regular communication with LSU/HSRG to ensure crash reporting and inspection reporting remains at or near 100% in all categories.

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	390	441	454	433	392
Intrastate	0	0	0	0	0
Total Audits	390	441	454	433	392

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)	90	0	90	0	90	0
# of Safety Audits (Offsite)	350	0	350	0	350	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	440	0	440	0	440	0
# of Non-Audit Resolutions	232	0	232	0	232	0

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

The Louisiana State Police (LSP) New Entrant Program is comprised of eight (8) civilian auditors, strategically located throughout the state. These auditors are 100% dedicated to the NESA program and provide educational safety audits to all new Louisiana interstate motor carriers. LSP has streamlined to operate as efficiently as possible, while maintaining quality. LSP will continue to operate in this manner, while providing quality education and assistance to new motor carriers.

With a strong economy, we anticipate a continued increase in the amount of New Entrants during FFY 2020. LSP began conducting Off-Site Safety Audits in the last quarter of FFY 2017, and the number of off-site audits has steadily and increased over time as the number of on-site audits has decreased. Auditors have kept up with the overall increasing numbers, but should the program become inundated with new carriers, NESA-Certified Compliance Review MCSAP Inspectors will assist by conducting safety audits on an overtime basis as needed. Group Audits may also be conducted if needed to assist in managing high inventory levels.

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.

Conduct a minimum of seven (7) safety audits/exits per month, per safety auditor, for a total of 672 audits/exits. This target includes failed audits, revocations, in-activations, and safety audits reclassified as Compliance Reviews. Maintain NAS Level 1 Certification by conducting the required amount of driver/vehicle inspections necessary to maintain certification.

NESA certified Compliance Review MCSAP Inspectors will assist on an overtime basis, as needed, in order to reduce the inventory to manageable levels. The MCSAP inspectors will work on an overtime basis if needed to assist the NESA program when conducting New Entrant Audits. If the situation warrants, group audits may be utilized (none are planned) in an effort to further reduce the inventory to manageable levels.

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.

LSP administrative personnel will monitor progress weekly. Performance measures will be based on the total amount of New Entrants received, the amount of current New Entrants, the amount of Safety Audits conducted, safety audits failed, revocations, In-activations, and status changes. All quantitative and qualitative progress will be tracked and reported quarterly to FMCSA, through MCSAP Quarterly Reporting.

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: 56%

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

Fiscal Year	Goal (%)
2020	100
2021	100
2022	100

Exceed the mandated 85% "catch rate" by September 30, 2020. The "catch rate" is established on the most recent 7 month average, as provided by FMCSA.

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.

Continue to provide training at MCSAP Quarterly In-Service detailing the importance of ensuring Federal OOS orders are enforced. Continue to require inspectors to run carriers in Query Central for every inspection conducted. LSP has provided remedial training for the inspector identified as needing such, and will provide additional remedial training for inspectors needing such in the future.

After further research, the catch-rate established on the most recent 7 month average of 56% (October 2018 - May 2019), as provided by FMCSA, was captured incorrectly due to our clerical staff "merging" records and improperly assigning DOT numbers to intrastate-only carriers that didn't actually have DOT numbers (Just similar company names to other carriers with DOT numbers). This process has been remedied and will continue to be monitored by administrative supervisors moving forward.

Our research revealed that three (3) of the nine (9) listed as Unsat/Unfit Carriers were improperly assigned DOT numbers when they were "merged" incorrectly by our clerical staff before being uploaded to Safety Net.

Even at the catch rate of five (5) of six (6) (83%) unsat/unfit that we actually have, we fall under the 85% catch rate

established.

In addition to continued training and as-needed remedial training, we will work with Louisiana Office of Motor Vehicles (OMV) toward PRISM full participation (Legislation was approved this spring) in order to give us an additional tool for verification of Federal OOS Orders. OMV will implement software that will allow roadside inspectors to run real-time queries on carrier names, registrations, VIN's, and license plates to check for Federal OOS Orders.

LSP will also add a mandatory check box to our "State Information" tab on Aspen that will require inspectors to click on the box for "Federal OOS Checked" - "Y" or "N" to ensure this step is taken during every inspection.

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

Performance measures will be based upon the 12 month "catch rate" of Federal OOS Orders enforcement for Louisiana, provided by FMCSA. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting.

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.

In 2018, 5 people were killed in 4 fatal bus crashes. Additionally, there were 319 bus crashes with 668 passengers injured. The number of bus crashes in 2018 decreased from 2017 (down 2 crashes) and the number of passengers injured in bus crashes decreased by 73. The number of fatal crashes in 2018 increased from 2017, up from 1 to 4.

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.

Reduce the number of passenger carrier crashes by 5% (16), from 319 to 303, and fatal crashes 50% (4) from 4 to 2, in FY 2020.

Reduce the number of passenger carrier crashes by 5% (15), from 303 to 288, and fatal crashes 100% (2) from 2 to 0, in FY 2021.

Reduce the number of passenger carrier crashes by 5% (14), from 288 to 274, and maintain zero (0) fatal crashes in FY 2022

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

Provide overtime hours to supplement regular duty enforcement, targeting motor coaches and other passenger carriers, with an increased focus on "low fare" or "curbside" operators, and any areas where migrant worker transportation may be present. Conduct traffic enforcement targeting motor coaches along routes identified as high traffic corridors for passenger carriers. Conduct a minimum of 8 destination details, targeting motor coaches and passenger carriers, including "low fare" or "curbside" operators. Continue to participate in National Passenger Carrier Strike Force Activities and pay additional attention to and focus on "Party Bus" inspections and enforcement. Attend training for Enhanced Investigations of Passenger Carriers when made available.

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

Performance measures will be based upon the number of destination details conducted, the number of passenger carrier inspections conducted, the number of violations issued and crash statistics. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Crash information will be tracked from information provided by LSU / HSRG. Baseline crash data is established on calendar year 2018 statistics, as 2019 data is not yet available.

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.

Hazardous Materials Transportation Safety - Increase enforcement of HM Carriers through roadside inspections, and carrier investigations.

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

Reduce the number of CMV crashes involving the transportation of Hazardous Material by 15% (18), from 124 to 106, and reduce HM Fatal Crashes by 25% (1), from 5 to 4, by December 31, 2019.

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

Total HM carrier Crashes CY 2019 to date: 65 Total HM carrier Fatal Crashes CY 2019 to date: 0

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

Baseline established on CY 2017 results (123 crashes). The amount of HM crashes decreased 22% (27) in 2018, to (96), while HM Fatal Crashes decreased 40% (2), to 3. We have achieved all of the stated goals from the FY 2019 CVSP, and we will continue enforcement through roadside inspections, carrier investigations, and public outreach/education.

Activity #2

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

Work Zone Fatal Crashes - Increase traffic enforcement within Work Zone locations. Conduct 8 enforcement details within and around Work Zone areas.

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

Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% (4), from 15 to 11, by December 31, 2018.

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

Total fatal crashes within work zones in CY 2019 to date: 0

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

Baseline established on CY 2017 results (15 crashes). There was an increase of 1 work zone fatal crashes during 2018, from 15 to 16. During the same period, there was a significant increase in work zones across the state on the interstate system.

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.

Work Zone Safety - Decrease work zone crashes through increased traffic enforcement within work zones in addition to the "queue" caused by work zone congestion.

Narrative Overview for FY 2020 - 2022

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

In 2018, the number of fatal crashes in construction zones increased by 57.1% from 7 to 11 when only the schedule is used. However, the number of crashes must be adjusted by the construction time and miles under construction. For instance, the year 2018 had 36.7% more construction zone day miles, i.e. miles times days under construction. We will therefore adjust the crash count by the miles multiplied by the days under construction to normalize the count. This adjustment does not take into consideration the VMT of CMV within the construction zones because it is not readily available. When miles and days under construction are taken into account, fatal crashes increased from 4.5 fatal crashes per day-mile in 2017 to 5.2 fatal crashes per day-mile in 2018. The number of fatal crashes within the +/-5 miles of the construction zones increased from 15 in 2017 to 16 in 2018 and the number of fatal crashes per day mile decreased from 3.2 in 2017 to 2.6 in 2018 largely due to the 36.7% decrease in construction. There has been a significant increase in work zones in 2019.

Projected Goals for FY 2020 - 2022:

Enter performance goal.

Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% (3), from 11 to 9, in FY 2020. Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% in each of FY 2021 and FY 2022.

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

During FY 2020, increase traffic enforcement as practicable within and around work zone locations, particularly targeting areas within 5 miles prior to work zones. Conduct a minimum of eight (8) enforcement details within and around work zones. Provide safe driving information to CMV drivers during safety talks, emphasizing safe driving in work zones.

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

Performance measures will be based upon number of the number of traffic violations issued to CMV drivers in work zones; the number of traffic enforcement details conducted, and crash statistics. All quantitative and/or qualitative progress will be tracked from information provided by LSU/HSRG, along with internal departmental statistics. This

information will be reported quarterly, through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates and as work zone locations change. Baseline crash data is established on calendar year 2018 statistics, as 2019 data is not yet available.

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	\$4,418,671.00	\$779,764.00	\$5,198,435.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$779,764.00
MOE Baseline:	\$1,104,183.67

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):	\$779,764.00
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Overtime Costs budgeted must be equal to or less than the 15 percent FMCSA funding limitation (+/- \$5 allowed.) Please include a justification to exceed the limit in the Personnel section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Lieutenant	3	100.0000	\$114,350.00	\$343,050.00	\$291,592.50	\$51,457.50	\$0.00
Sergeant	4	100.0000	\$94,177.00	\$376,708.00	\$320,202.00	\$56,506.00	\$0.00
Trooper	15	100.0000	\$73,470.00	\$1,102,050.00	\$936,742.00	\$165,308.00	\$0.00
Admin Manager I	1	100.0000	\$42,075.00	\$42,075.00	\$35,764.00	\$6,311.00	\$0.00
Admin Coordinator IV	1	100.0000	\$34,940.00	\$34,940.00	\$29,699.00	\$5,241.00	\$0.00
Admin Coordinator IV	1	100.0000	\$31,824.00	\$31,824.00	\$27,050.00	\$4,774.00	\$0.00
Data Quality Investigator	3	100.0000	\$54,600.00	\$163,800.00	\$139,230.00	\$24,570.00	\$0.00
NESA Investigator	8	100.0000	\$54,600.00	\$436,800.00	\$371,280.00	\$65,520.00	\$0.00
Training/Outreach Coordinator	1	100.0000	\$54,600.00	\$54,600.00	\$46,410.00	\$8,190.00	\$0.00
Captain	1	0.0000	\$131,673.00	\$0.00	\$0.00	\$0.00	\$131,673.00
Lieutenant	2	0.0000	\$199,068.00	\$0.00	\$0.00	\$0.00	\$199,068.00
Sergeant	4	0.0000	\$456,894.00	\$0.00	\$0.00	\$0.00	\$456,894.00
Trooper	16	0.0000	\$1,350,422.00	\$0.00	\$0.00	\$0.00	\$1,350,422.00
Admin Coordinator IV	4	0.0000	\$108,345.00	\$0.00	\$0.00	\$0.00	\$108,345.00
Subtotal: Salary				\$2,585,847.00	\$2,197,969.50	\$387,877.50	\$2,246,402.00
Overtime Project Costs							
MCSAP Personnel	100	100.0000	\$11,500.00	\$1,150,000.00	\$977,500.00	\$172,500.00	\$0.00
Subtotal: Overtime				\$1,150,000.00	\$977,500.00	\$172,500.00	\$0.00
TOTAL: Personnel				\$3,735,847.00	\$3,175,469.50	\$560,377.50	\$2,246,402.00
Accounting Method:	Cash						

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

Personnel Costs were calculated on current actual wages.

Overtime Justification

LSP is requesting to be allowed to exceed the 15% overtime policy (requesting the same amount that was approved last year). Several factors play a part in this request. LSP has experienced a loss of 38 MCSAP-Certified personnel over the past 4 years. A hiring freeze prevented LSP from replacing these vacancies during this period. Additionally, wages increased, which reduced the amount of available overtime hours for MCSAP activities. As a result of the loss of personnel, FY 2016 activities dropped approximately 18% below projection. The loss of personnel made it necessary to increase overtime to keep the level enforcement and other MCSAP activities at an acceptable level. In FY 2018, 5 full-time vacancies were filled along with the addition of 17 other NAS-Certified Inspectors, however, 2 full-time and 8 other NAS-Certified Inspector positions have since become vacant. The increase in vacancies is attributed to a large amount of departmental personnel reaching retirement, combined with the lack of hiring over the past several years. As a result, gains noted in FY 2018 have subsided slightly due to the additional vacancies. We have filled 5 of the existing vacancies during FY 2019 so far, and anticipate filling a 6th vacancy within 90 days. Additionally, we anticipate at least 10 additional retirements to occur over the next 10-12 months. LSP has secured state funding to hold a 50-person Academy, set to begin in mid-August. An additional 50-person academy is planned for the spring of CY 2020. Once training is completed, these personnel will fill the patrol ranks across the state and the MCSAP program will be able to recruit additional inspectors from the ranks of seasoned patrol Troopers assigned to individual Troops (the Troopers we recruit to become NAS-Certified Inspectors will be replaced with new LSP Cadet Class Graduates). This process will take approximately 18 months.

The FY 2020 activity projections are calculated based on the anticipation of the additional overtime being approved. The increase in overtime funding should correlate to approximately 6000 MCSAP activities, to include inspections and traffic enforcement. This is a short-term solution to a temporary personnel problem, which we intend to correct by FFY2021.

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
Lieutenant	100.0000	100.0000	\$30,146.00	\$30,146.00	\$25,624.10	\$4,521.90	\$0.00
Sergeant	100.0000	100.0000	\$44,548.00	\$44,548.00	\$37,865.80	\$6,682.20	\$0.00
Trooper	100.0000	100.0000	\$175,793.00	\$175,793.00	\$149,424.05	\$26,368.95	\$0.00
Admin Manager I	100.0000	100.0000	\$23,479.00	\$23,479.00	\$19,957.15	\$3,521.85	\$0.00
Admin Coordinator IV	100.0000	100.0000	\$24,964.00	\$24,964.00	\$21,219.40	\$3,744.60	\$0.00
Admin Coordinator IV	100.0000	100.0000	\$478.00	\$478.00	\$406.30	\$71.70	\$0.00
Data Quality Investigators	100.0000	100.0000	\$2,376.00	\$2,376.00	\$2,019.60	\$356.40	\$0.00
NESA Investigators	100.0000	100.0000	\$6,336.00	\$6,336.00	\$5,385.60	\$950.40	\$0.00
Training/Outreach Coordinator	100.0000	100.0000	\$792.00	\$792.00	\$673.20	\$118.80	\$0.00
Medicare for Overtime	100.0000	100.0000	\$12,018.00	\$12,018.00	\$10,215.30	\$1,802.70	\$0.00
Uniform Allowance	100.0000	100.0000	\$38,272.00	\$38,272.00	\$32,531.20	\$5,740.80	\$0.00
Captain	100.0000	0.0000	\$69,768.00	\$0.00	\$0.00	\$0.00	\$69,768.00
Lieutenant	100.0000	0.0000	\$263,982.00	\$0.00	\$0.00	\$0.00	\$263,982.00
Sergeant	100.0000	0.0000	\$419,548.00	\$0.00	\$0.00	\$0.00	\$419,548.00
Trooper	100.0000	0.0000	\$1,234,124.00	\$0.00	\$0.00	\$0.00	\$1,234,124.00
Admin Coordinator IV	100.0000	0.0000	\$66,681.00	\$0.00	\$0.00	\$0.00	\$66,681.00
Commissioned Personnel Retirement	100.0000	0.0000	\$851,727.00	\$0.00	\$0.00	\$0.00	\$851,727.00
TOTAL: Fringe Benefits				\$359,202.00	\$305,321.70	\$53,880.30	\$2,905,830.00

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

Fringe (Retirement, FICA, Medicare, and Health Insurance) is calculated on actual costs for each employee.

Medicare for overtime is calculated at 1.045%.

Uniform Maintenance Allowance is calculated at \$8 per day worked by commissioned officers, at an average of 208 days worked per year (23 Commissioned Officers x \$8 Day x 208 Days = \$38,272.00).

All of the Commissioned Personnel whose salaries are applied to the grant have their retirement expenses being applied to MOE (3 Lieutenants, 4 Sergeants, and 16 Troopers) = \$851,727

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
COHMED Conference	2	5	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Data Quality Workshop	4	4	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Regional Planning Meeting	2	4	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
CVSA Workshop	4	5	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
LMTA TDC/Annual Conference	3	4	100.0000	\$4,500.00	\$3,825.00	\$675.00	\$0.00
National Traffic Records Forum	2	5	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Safe Drive/Technology Workshop	2	4	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
NAIC	2	5	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
CVSA Annual Conference	6	4	100.0000	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
MCSAP Training Travel	10	4	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
NESA Training Travel	8	4	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
MCSAP Program Travel	10	1	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
NESA/DQ Program Travel	11	1	100.0000	\$34,000.00	\$28,900.00	\$5,100.00	\$0.00
Unexpected Training and Travel	20	4	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
TOTAL: Travel				\$89,500.00	\$76,075.00	\$13,425.00	\$0.00

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

Costs are estimated based on average past travel. All travel costs must adhere to state per diem and travel policies.

COHMED Conference (January 2020)
2 People x 1,500.00 each = \$3,000.00

CVSA/FMCSA Data Quality Workshop (January 2020)
4 people x 1,500.00 each = \$6,000.00

MCSAP CVSP Regional Planning Meeting (Spring 2020)
2 people x \$1,500.00 each = \$3,000.00

CVSA Workshop / FMCSA Leadership Conference (Spring 2020)
4 people x \$1,500.00 each = \$6,000.00

Louisiana Motor Transport Association TDC/Annual Conference
(Summer 2020)

3 people x \$1,500.00 each = \$4,500.00

Officers participate in multiple speaking sessions during the conference and TDC, where a multitude of CMV safety related topics are covered. This is a major component of our carrier outreach program, which has been approved for many years.

National Traffic Records Forum (Summer 2020)

2 people x \$1,500.00 each = \$3,000.00

Presentations on topics of interest to the highway traffic safety and data communities, including analysis, program management, problem identification, and evaluation of crashes, to include commercial motor vehicles.

Safe Drive/Technology Workshop (Summer 2020)

2 people x \$1,500.00 each = \$3,000.00

Presentations on topics of interest to the CMV highway traffic safety and data communities, including analysis, program management, problem identification, and evaluation.

North American Inspectors Competition (NAIC) (Summer 2020)

2 people x 1,500.00 each = \$3,000.00

CVSA Annual Conference (Fall 2020)

6 people x \$1,500.00 each = \$9,000.00

MCSAP Training Travel (Throughout the year)

10 people x \$100.00 each = \$1,000.00

Certification training travel costs

NESA Training Travel

Total estimated cost = \$5,000.00

Mileage/Overnight travel for NESA training, quarterly training/meetings

8 personnel x 4 quarterly training sessions x \$156.25/session = \$5,000.00.

MCSAP Program Travel

10 people x \$100.00 each = \$1,000.00

NESA/Data Quality Program Travel

Total estimated cost = \$34,000.00

Program travel cost was calculated by obtaining the average miles traveled per month over the past 14 months for each Safety Auditor/DQ Investigator based on actual miles traveled and then multiplied by .58 cents per mile. Average miles traveled = 444 x 11 personnel = 4,884 x 12 months = 58,608 x \$0.58 = \$34,000.00.

Unexpected Training and Travel

20 people x \$400.00 each = \$8,000.00

Training travel costs for unforeseen MCSAP training and travel

Total Travel Costs = \$89,500.00

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
Motorcoach Inspection Ramps	1	\$5,000.00	100	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Vehicles	6	\$39,000.00	100	\$234,000.00	\$198,900.00	\$35,100.00	\$0.00
MCSAP IMS Database	1	\$140,000.00	100	\$140,000.00	\$119,000.00	\$21,000.00	\$0.00
TOTAL: Equipment				\$379,000.00	\$322,150.00	\$56,850.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

Vehicle costs, to include up-fitting, are estimated based on current contract pricing. The new vehicles are needed to replace current full-time MCSAP vehicles which are at high mileage and identified for replacement. These vehicles will be used 100% for MCSAP activities.

Motorcoach Inspection Ramps - Costs are based on one complete set. The ramps are needed to replace broken ramps, which are beyond their service life. The ramps will be utilized 100% for MCSAP activities.

MCSAP Data System - The existing LSP data system supporting all MCSAP enforcement and administrative activities, was put in place over 20 years ago. This existing system relies upon a Lotus Notes platform which is no longer supported by DPS IT services. The system cannot be further expanded to meet current data volumes and interface requirements with evolving applications, and has become increasingly unstable. The existing system has reached the limits of its scalability and no longer performs in a stable and reliable manner, resulting in a level of performance which is unacceptable to LSP operations. Current system performance significantly impedes productivity and performance of LSP MCSAP enforcement and administrative operations, to include data reporting. The first phase of the upgrade, which has been completed, was to build and install a new server for data uploads of Inspection Reports to Safety Net. This server will be housed and serviced by the Louisiana Office of Technology Services, which is required by policy.

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
Office Supplies	1 Year	\$41,986.00	100.0000	\$41,986.00	\$35,689.80	\$6,296.20	\$0.00
Uniform Related Supplies	1 Year	\$46,500.00	100.0000	\$46,500.00	\$39,525.00	\$6,975.00	\$0.00
Printer Ink Cartridges	1 Year	\$62,500.00	100.0000	\$62,500.00	\$53,125.00	\$9,375.00	\$0.00
Inspection Related Supplies	1 Year	\$24,000.00	100.0000	\$24,000.00	\$20,400.00	\$3,600.00	\$0.00
HM Enforcer Software	100 Each	\$260.00	100.0000	\$26,000.00	\$22,100.00	\$3,900.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	150 Each	\$28.00	100.0000	\$4,200.00	\$3,570.00	\$630.00	\$0.00
FMCSR/HMR Guides	1 Year	\$7,800.00	100.0000	\$7,800.00	\$6,630.00	\$1,170.00	\$0.00
Desktop Computers	6 Each	\$1,500.00	100.0000	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
Window Tint Meters	20 Each	\$150.00	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Printers	80 Each	\$137.50	100.0000	\$11,000.00	\$9,350.00	\$1,650.00	\$0.00
Mobile Data Terminals	15 Each	\$3,500.00	100.0000	\$52,500.00	\$44,625.00	\$7,875.00	\$0.00
Scanners	4 Each	\$2,500.00	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Radars	2 Each	\$3,000.00	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Lidars	2 Each	\$3,000.00	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Replacement Office Furniture	5 Set	\$2,000.00	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
CVSA Decals	14000 Each	\$0.30	100.0000	\$4,200.00	\$3,570.00	\$630.00	\$0.00
TOTAL: Supplies				\$324,686.00	\$275,984.80	\$48,701.20	\$0.00

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

Office Supplies:

Paper, Envelopes, Folders, Files, Postage, Other Office Supplies

For administration of the MCSAP
\$42,000.00

Uniform Related Supplies:

Uniforms – MCSAP Administrative Staff (LSP regulation)
Replacements as needed @ \$90.00 each set = \$3,000.00

Uniforms – Class C (LSP regulation)
Replacements as needed @ \$90.00 each set = \$3,000.00

Uniforms – Class B (LSP regulation)
50 x 2 sets @ \$100.00 each set = \$10,000.00

Uniforms – Heatgear Shirts (LSP regulation)
100 x 4 each @ \$20 each = \$8,000.00

Uniforms – Ballistic Vest Carriers (LSP Regulation)
10 x \$250 each = \$2,500.00

Uniforms – Footwear
Replacement footwear for MCSAP certified officers
100 pair @ \$150.00 each = \$15,000.00

Uniform Caps – Class B (LSP regulation)
100 x 2 each @ \$10.00 each = \$2,000.00

Uniforms – Nylon Web Gear - Class B (LSP regulation)
Includes for each officer: inner belt, web belt, weapon holster, handcuff cases, ammo magazine pouch, chemical spray pouch, knife holder, flashlight holder, latex glove holder, baton holder, portable radio holder, belt keepers, and other equipment holders.
Replacement as needed @ \$200.00 each = \$3,000.00

Total Uniform Related Supplies
\$46,500.00

Printer Ink Cartridges:

To print inspection reports and investigations
2,500 @ \$25 each = **\$62,500.00**

Inspection Related Supplies:

Replacement for inspectors as needed
(Creepers, gloves, glasses, chalk, measuring devices, cameras, chocks, etc)
142 officers @ \$169.01 per officer = **\$24,000.00**

Hazardous Material Trucking Enforcement Software:

Hazardous Material Enforcement licenses
100 x \$260.00 each = **\$26,000.00**

CVSA Out-of-Service Criteria Handbook/ Pictorial:

150 @ \$28.00 each = **\$4,200.00**

Federal Motor Carrier Safety Regulations Guides:

150 FMCSR books @ \$20.00 each \$3,000.00
120 HMR books @ \$40.00 each \$4,800.00
Total = **\$7,800.00**

Desktop Computers:

Desktop computers w/software for new MCSAP personnel (2)
Replacement computers for office personnel (4)
6 @ \$1,500.00 each = **\$9,000.00**

Window Tint Meters:

Replacement tint meters used for CMV enforcement
20 @ \$150.00 each = **\$3,000.00**

Printers:

Replacement printers to print ASPEN reports in vehicles
60 printers @ \$100.00 each \$6,000.00
Replacement printers for MCSAP Office personnel / NESA Personnel

25 @ \$200 each \$5,000.00

Total Printers = **\$11,000.00**

Mobile Data Terminal Repair/Replacement:

Panasonic Toughbooks (most are nearing end of life/warranty)

25 @ \$3,500.00 = **\$52,500.00**

Replacement scanners for MCSAP office personnel:

Scanning of all MCSAP-Related documents

4 @ \$2,500.00 each = **\$10,000.00**

Radars:

Replacement for MCSAP Traffic Enforcement

2 @ \$3,000.00 each = **\$6,000.00**

Lidars:

Replacement for MCSAP Traffic Enforcement

2 @ \$3,000.00 each = **\$6,000.00**

Replacement Office Furniture:

Replacement desks, chairs, filing cabinets for MCSAP personnel

5 @ \$2,000.00 each = **\$10,000.00**

CVSA Decals:

14,000 @ \$0.30 each = **\$4,200.00**

Total Supplies = \$324,700

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
Xerox	EIN 0	Contract	100.0000	\$3,900.00	\$3,315.00	\$585.00	\$0.00
Description of Services: Copier Rental/Service Contract							
Timothy Bella	EIN 721169047	Contract	100.0000	\$65,500.00	\$55,675.00	\$9,825.00	\$0.00
Description of Services: Medical Assessments							
Louisiana State University	EIN 726000848	Contract	100.0000	\$150,000.00	\$127,500.00	\$22,500.00	\$0.00
Description of Services: CMV and HM Crash Data Entry and Analysis							
TOTAL: Contractual and Subaward				\$219,400.00	\$186,490.00	\$32,910.00	\$0.00

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

XEROX: \$3,900

Rental/Service Contract for MCSAP copier/scanner/printer (paid monthly)

Dr. Bella: \$65,500

Annual contract with Dr. Timothy Bella, M.D. to monitor MCSAP inspectors' health for contamination from inspecting HazMat cargo. Contract is to be paid upon services rendered and based upon number of physicals conducted.

100 @ \$655.00 each = \$65,500.00

Louisiana State University: \$150,000.00

LSP will contract with LSU Highway Safety Research Group to continue input of CMV crash data and analysis of this data for preparation of an annual report used to develop the annual CVSP. This will include the analysis of all Hazardous Materials related transport incidents and crashes, where commercial vehicles were the mode of transportation. Additionally, this analysis will assist in the State's Data Quality Rating improvement/maintenance efforts, as well as aid in directing enforcement efforts based on the changing data. This contract is the continuation of a successful service that began in FFY 2001.

Total Contractual = \$219,400

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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Training Costs (Classroom supplies, materials, etc.)	1 Year	\$4,800.00	100.0000	\$4,800.00	\$4,080.00	\$720.00	\$0.00
Public Outreach	1 Year	\$4,100.00	100.0000	\$4,100.00	\$3,485.00	\$615.00	\$0.00
US Postmaster	1 Year	\$1,400.00	100.0000	\$1,400.00	\$1,190.00	\$210.00	\$0.00
Conference Costs	1 Year	\$6,700.00	100.0000	\$6,700.00	\$5,695.00	\$1,005.00	\$0.00
CVSA Dues	1 Year	\$12,900.00	100.0000	\$12,900.00	\$10,965.00	\$1,935.00	\$0.00
Communications (Wireless Internet Devices/Mobile Phones)	1 Year	\$5,000.00	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
MCSAP Image Keeper	1 Year	\$49,900.00	100.0000	\$49,900.00	\$42,415.00	\$7,485.00	\$0.00
Lidar/Radar Repair	1 Year	\$2,000.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Document Destruction	1 Year	\$2,000.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Post-Crash Course	1 Year	\$1,000.00	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
CMV Interdiction Course	1 Year	\$1,000.00	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
Inspections Conducted	1 Year	\$185,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$185,000.00
MCSAP Vehicle Maintenance	1 Year	\$30,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$30,000.00
MCSAP Vehicle Fuel Costs	1 Year	\$140,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$140,000.00
TOTAL: Other Costs				\$90,800.00	\$77,180.00	\$13,620.00	\$355,000.00

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

Training Costs:

Tuition, classroom supplies, consumables, course material, tuition, etc.

\$1,800.00

Louisiana Inspectors Challenge Competition Supplies

(Includes misc. inspection supplies/classroom supplies, consumables).

\$3,000.00

Total Training Costs = **\$4,800.00**

Public Outreach:

"Be ready. Be buckled", "Share the Road", "Don't Hang in the No-Zone", etc.

The state will continue to support the national CMV safety campaigns listed above, and will work with OMV on new campaigns to combat human trafficking, through billboards and highway signs, along high crash corridors, in addition to safety talks. This initiative will relay important CMV safety information in an attempt to reduce the number and severity of CMV related crashes and provide education/awareness of human trafficking.

Total Public Outreach Costs = **\$4,100.00**

US Postmaster:

Post box and prepaid envelopes to receive and send notification letters, Data Q's, etc.

\$1,400.00

Conference Costs:

Conference fees/Workshop registration/tuition fees

\$6,700.00

CVSA Annual Dues:

\$12,900.00

Communications:

MCSAP-certified personnel who are conducting NAS inspections, investigations, safety audits, and other administrative duties.

Mobile Phone Service = \$2,500.00

Wireless Internet Devices = \$2,500.00

Total Communications = **\$5,000.00**

ImageKeeper Database License:

Mobile hardware/software and storage license for ImageKeeper secure web storage database that will allow inspectors to store evidentiary photos/documents related to inspections and compliance review investigations.

\$49,900.00

Lidar/Radar Repair:

(repairs made by manufacturer)

\$2,000.00

Document Destruction:

Industrial on-site shredding of sensitive documents

\$2,000.00

Post-Crash Course:

LSP will host CMV Post-Crash Inspection Course at the LSP Training Academy. Training will be made available to other states' MCSAP Lead agencies.

(costs to include classroom supplies and Post-Crash Inspection Kit)

\$1,000.00

CMV Interdiction Course:

LSP will host CMV Interdiction Course (emphasis on Human Trafficking) at the LSP Training Academy as a follow-up to basic CMV Interdiction Course hosted last year.

\$1,000.00

Total Other Expenses Applied to Grant = \$90,800.00

MOE Expenditures:

Inspections Conducted by MCSAP Certified Inspectors: \$185,000.00

MCSAP Vehicle Maintenance and Repair \$30,000.00

MCSAP Fuel Costs \$140,000.00

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,418,671.00	\$779,764.00	\$5,198,435.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$779,764.00
MOE Baseline:	\$1,104,183.67

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Lieutenant	\$291,592.50	\$51,457.50	\$343,050.00	\$0.00
Sergeant	\$320,202.00	\$56,506.00	\$376,708.00	\$0.00
Trooper	\$936,742.00	\$165,308.00	\$1,102,050.00	\$0.00
Admin Manager I	\$35,764.00	\$6,311.00	\$42,075.00	\$0.00
Admin Coordinator IV	\$29,699.00	\$5,241.00	\$34,940.00	\$0.00
Admin Coordinator IV	\$27,050.00	\$4,774.00	\$31,824.00	\$0.00
Data Quality Investigator	\$139,230.00	\$24,570.00	\$163,800.00	\$0.00
NESA Investigator	\$371,280.00	\$65,520.00	\$436,800.00	\$0.00
Training/Outreach Coordinator	\$46,410.00	\$8,190.00	\$54,600.00	\$0.00
Captain	\$0.00	\$0.00	\$0.00	\$131,673.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$199,068.00
Sergeant	\$0.00	\$0.00	\$0.00	\$456,894.00
Trooper	\$0.00	\$0.00	\$0.00	\$1,350,422.00
Admin Coordinator IV	\$0.00	\$0.00	\$0.00	\$108,345.00
Salary Subtotal	\$2,197,969.50	\$387,877.50	\$2,585,847.00	\$2,246,402.00
MCSAP Personnel	\$977,500.00	\$172,500.00	\$1,150,000.00	\$0.00
Overtime subtotal	\$977,500.00	\$172,500.00	\$1,150,000.00	\$0.00
Personnel total	\$3,175,469.50	\$560,377.50	\$3,735,847.00	\$2,246,402.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lieutenant	\$25,624.10	\$4,521.90	\$30,146.00	\$0.00
Sergeant	\$37,865.80	\$6,682.20	\$44,548.00	\$0.00
Trooper	\$149,424.05	\$26,368.95	\$175,793.00	\$0.00
Admin Manager I	\$19,957.15	\$3,521.85	\$23,479.00	\$0.00
Admin Coordinator IV	\$21,219.40	\$3,744.60	\$24,964.00	\$0.00
Admin Coordinator IV	\$406.30	\$71.70	\$478.00	\$0.00
Data Quality Investigators	\$2,019.60	\$356.40	\$2,376.00	\$0.00
NESA Investigators	\$5,385.60	\$950.40	\$6,336.00	\$0.00
Training/Outreach Coordinator	\$673.20	\$118.80	\$792.00	\$0.00
Medicare for Overtime	\$10,215.30	\$1,802.70	\$12,018.00	\$0.00
Uniform Allowance	\$32,531.20	\$5,740.80	\$38,272.00	\$0.00
Captain	\$0.00	\$0.00	\$0.00	\$69,768.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$263,982.00
Sergeant	\$0.00	\$0.00	\$0.00	\$419,548.00
Trooper	\$0.00	\$0.00	\$0.00	\$1,234,124.00
Admin Coordinator IV	\$0.00	\$0.00	\$0.00	\$66,681.00
Commissioned Personnel Retirement	\$0.00	\$0.00	\$0.00	\$851,727.00
Fringe Benefits total	\$305,321.70	\$53,880.30	\$359,202.00	\$2,905,830.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
COHMED Conference	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Data Quality Workshop	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Regional Planning Meeting	\$2,550.00	\$450.00	\$3,000.00	\$0.00
CVSA Workshop	\$5,100.00	\$900.00	\$6,000.00	\$0.00
LMTA TDC/Annual Conference	\$3,825.00	\$675.00	\$4,500.00	\$0.00
National Traffic Records Forum	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Safe Drive/Technology Workshop	\$2,550.00	\$450.00	\$3,000.00	\$0.00
NAIC	\$2,550.00	\$450.00	\$3,000.00	\$0.00
CVSA Annual Conference	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
MCSAP Training Travel	\$850.00	\$150.00	\$1,000.00	\$0.00
NESA Training Travel	\$4,250.00	\$750.00	\$5,000.00	\$0.00
MCSAP Program Travel	\$850.00	\$150.00	\$1,000.00	\$0.00
NESA/DQ Program Travel	\$28,900.00	\$5,100.00	\$34,000.00	\$0.00
Unexpected Training and Travel	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Travel total	\$76,075.00	\$13,425.00	\$89,500.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Motorcoach Inspection Ramps	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Vehicles	\$198,900.00	\$35,100.00	\$234,000.00	\$0.00
MCSAP IMS Database	\$119,000.00	\$21,000.00	\$140,000.00	\$0.00
Equipment total	\$322,150.00	\$56,850.00	\$379,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$35,689.80	\$6,296.20	\$41,986.00	\$0.00
Uniform Related Supplies	\$39,525.00	\$6,975.00	\$46,500.00	\$0.00
Printer Ink Cartridges	\$53,125.00	\$9,375.00	\$62,500.00	\$0.00
Inspection Related Supplies	\$20,400.00	\$3,600.00	\$24,000.00	\$0.00
HM Enforcer Software	\$22,100.00	\$3,900.00	\$26,000.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	\$3,570.00	\$630.00	\$4,200.00	\$0.00
FMCSR/HMR Guides	\$6,630.00	\$1,170.00	\$7,800.00	\$0.00
Desktop Computers	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
Window Tint Meters	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Printers	\$9,350.00	\$1,650.00	\$11,000.00	\$0.00
Mobile Data Terminals	\$44,625.00	\$7,875.00	\$52,500.00	\$0.00
Scanners	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Radars	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Lidars	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Replacement Office Furniture	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
CVSA Decals	\$3,570.00	\$630.00	\$4,200.00	\$0.00
Supplies total	\$275,984.80	\$48,701.20	\$324,686.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Xerox	\$3,315.00	\$585.00	\$3,900.00	\$0.00
Timothy Bella	\$55,675.00	\$9,825.00	\$65,500.00	\$0.00
Louisiana State University	\$127,500.00	\$22,500.00	\$150,000.00	\$0.00
Contractual and Subaward total	\$186,490.00	\$32,910.00	\$219,400.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Training Costs (Classroom supplies, materials, etc.)	\$4,080.00	\$720.00	\$4,800.00	\$0.00
Public Outreach	\$3,485.00	\$615.00	\$4,100.00	\$0.00
US Postmaster	\$1,190.00	\$210.00	\$1,400.00	\$0.00
Conference Costs	\$5,695.00	\$1,005.00	\$6,700.00	\$0.00
CVSA Dues	\$10,965.00	\$1,935.00	\$12,900.00	\$0.00
Communications (Wireless Internet Devices/Mobile Phones)	\$4,250.00	\$750.00	\$5,000.00	\$0.00
MCSAP Image Keeper	\$42,415.00	\$7,485.00	\$49,900.00	\$0.00
Lidar/Radar Repair	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Document Destruction	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Post-Crash Course	\$850.00	\$150.00	\$1,000.00	\$0.00
CMV Interdiction Course	\$850.00	\$150.00	\$1,000.00	\$0.00
Inspections Conducted	\$0.00	\$0.00	\$0.00	\$185,000.00
MCSAP Vehicle Maintenance	\$0.00	\$0.00	\$0.00	\$30,000.00
MCSAP Vehicle Fuel Costs	\$0.00	\$0.00	\$0.00	\$140,000.00
Other Costs total	\$77,180.00	\$13,620.00	\$90,800.00	\$355,000.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$4,418,671.00	\$779,764.00	\$5,198,435.00	\$5,507,232.00
Total Costs Budgeted	\$4,418,671.00	\$779,764.00	\$5,198,435.00	\$5,507,232.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,418,671.00	\$779,764.00	\$5,198,435.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$779,764.00
MOE Baseline:	\$1,104,183.67

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

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,197,969.50	\$387,877.50	\$2,585,847.00	\$2,246,402.00
Overtime Subtotal	\$977,500.00	\$172,500.00	\$1,150,000.00	\$0.00
Personnel Total	\$3,175,469.50	\$560,377.50	\$3,735,847.00	\$2,246,402.00
Fringe Benefits Total	\$305,321.70	\$53,880.30	\$359,202.00	\$2,905,830.00
Travel Total	\$76,075.00	\$13,425.00	\$89,500.00	\$0.00
Equipment Total	\$322,150.00	\$56,850.00	\$379,000.00	\$0.00
Supplies Total	\$275,984.80	\$48,701.20	\$324,686.00	\$0.00
Contractual and Subaward Total	\$186,490.00	\$32,910.00	\$219,400.00	\$0.00
Other Costs Total	\$77,180.00	\$13,620.00	\$90,800.00	\$355,000.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,418,671.00	\$779,764.00	\$5,198,435.00	\$5,507,232.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$4,418,671.00	\$779,764.00	\$5,198,435.00	\$5,507,232.00

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Colonel Kevin Reeves
2. What is this person's title? Superintendent
3. Who is your Governor's highway safety representative? Lisa Freeman
4. What is this person's title? Executive Director

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

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

State Certification declaration:

I, Colonel Kevin Reeves, Superintendent, on behalf of the State of LOUISIANA, 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? Colonel Kevin Reeves
2. What is the title of your certifying State official? Superintendent
3. What are the phone # and email address of your State official? 225-925-6113 Deputy.Secretary@la.gov

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

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

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

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

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

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

☒ Yes ☐ No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB 47	08/01/2019	R.S. 47:511.4	Requires the assistant secretary of OMV, not later than October 1, 2020, to establish, operate, and maintain commercial motor vehicle information systems and to deny or revoke commercial motor vehicle registration under certain circumstances.

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

☐ Yes ☒ No

FFY 2020 Certification of MCSAP Conformance (State Certification)

I, Colonel Kevin Reeves, Superintendent, on behalf of the State of Louisiana, 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:

(a) 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.

(b) The State has designated The Louisiana Department of Public Safety and Corrections, Public Safety Services, Office of State Police, as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the same 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.

(c) 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.

(d) 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.

(e) 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.

(f) The State has uniform reporting requirements and uses FMCSA-designated forms for record keeping, inspection, investigations, and other enforcement activities.

(g) The State has in effect a requirement that all registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.

(h) 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.

(i) 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.

(j) 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.

(k) The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and reasonable.

(l) 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 other information systems; and

(4) Ensure information is exchanged in a timely manner with other States.

(m) The State will ensure that the Plan, 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 (or other authorized State official through whom coordination was accomplished) is Lisa Freeman.

(n) The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws and regulations as they pertain to CMV safety.

(o) 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.

(p) 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 inspection.

(q) 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.

(r) The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR part 387.

(s) 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.

(t) The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

(u) 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).

(v) The State will transmit to roadside inspectors the notice of each Federal exemption under 49 U.S.C. 31315(b) and 49 CFR 390.23 and 390.25 as provided to the State by FMCSA, including the name of the entity granted the exemption and any terms and conditions that apply to the exemption.

(w) 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 will 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.

(x) The State fully participates in the performance and registration information systems management 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.

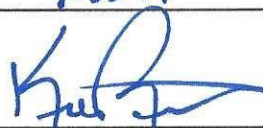
(y) In the case of a State that shares a land border with another country, the State will conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or it will forfeit all MCSAP funds based on border-related activities.

(z) If 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 Innovative Technology Deployment requirements established pursuant to 49 CFR 350.310 and 350.311.

Date:

7-22-19

Signature:


Colonel Kevin Reeves, Superintendent

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Colonel Kevin Reeves**, 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 below. **(See Attachment)**

Signature of Certifying Official:



Kevin Reeves, Superintendent

Date of Certification:

7-22-19

ANNUAL CERTIFICATION OF COMPATIBILITY

In accordance with 49 CFR, Part 350 and 355, as Superintendent of the Louisiana State Police, I do hereby certify that the State of Louisiana is compatible with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSRs) and the Federal Hazardous Materials Regulations (FHMRS) as follows:

INTERSTATE MOTOR CARRIERS

The following Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations promulgated by the United States Department of Transportation, revised as of January 01, 2018, and contained in the following Parts of 49 CFR as now in effect or as hereafter amended, are adopted through legislation between the Louisiana Department of Public Safety and Corrections and the United States Department of Transportation.

Hazardous Material Regulations	
Part 107	Hazardous Materials Program Procedures
Part 171	General Information, Regulations, and Definitions
Part 172	Hazardous Materials Table, Special Provisions, and Hazardous Materials Communications, Emergency Response Information, and Training Requirements
Part 173	Shippers—General Requirements for Shipments and Packagings
Part 177	Carriage by Public Highways
Part 178	Specifications for Packagings
Part 180	Continuing Qualification and Maintenance of Packagings
Motor Carrier Safety Regulations	
Part 355	Compatibility of State Laws and Regulations Affecting Interstate Motor Carrier Operations
Part 360	Fees for Motor Carrier Registration and Insurance
Part 365	Rules Governing Applications for Operating Authority
Part 367	Standards for Registration with States
Part 373	Receipts and Bills
Part 374	Passenger Carrier Regulations
Part 375	Transportation of Household Goods in Interstate Commerce: Consumer Protection Regulations
Part 376	Lease and Interchange of Vehicles
Part 379	Preservation of Records
Part 382	Controlled Substances and Alcohol Use and Testing
Part 383	Commercial Driver's License Standards; Requirements and Penalties
Part 384	State Compliance with Commercial Driver's License Program
Part 385	Safety Fitness Procedures
Part 386	Rules of Practice for Motor Carrier, Broker, Freight Forwarder and Hazardous Materials Proceedings
Part 387	Minimum Levels of Financial Responsibility for Motor Carriers
Part 388	Cooperative Agreements with States
Part 389	Rulemaking Procedures-Federal Motor Carrier Safety
Part 390	Federal Motor Carrier Safety Regulations; General
Part 391	Qualifications of Drivers
Part 392	Driving of Commercial Motor Vehicles
Part 393	Parts and Accessories Necessary for Safe Operation
Part 395	Hours of Service of Drivers
Part 396	Inspection, Repair, and Maintenance
Part 397	Transportation of Hazardous Materials; Driving and Parking Rules

INTRASTATE MOTOR CARRIERS

Adopted same as interstate with the exception of the following variances:

- 1. Substitution of "26,000 pounds" for all references made to "10,000 pounds".**
- 2. Part 391.11(b)(1) shall read, "is at least 21 years old, or is at least 18 years old and lawfully possesses an appropriately classified driver's license secured from the Louisiana Department of Public Safety and Corrections."**
- 3. Exemption of drivers from Sections 391.21, 391.23 and 391.33, who were regularly employed by Motor Carrier for a continuous period of no less than 3 years immediately prior to January 20, 1988.**
- 4. Exemption of drivers regularly employed as a commercial vehicle operator for a minimum of 24 months prior to March 31, 1992, from complying with Sections 391.41(b)(1) through (5), (10), and (11). However, such a driver may remain qualified only as long as an examining physician determines, during the biennial medical examination required in Section 391.45, that the existing medical or physical condition that would otherwise render a driver unqualified has not significantly worsened or that another disqualifying medical or physical condition has not manifested. The medical examiner's certificate must display upon its face, the inscription "MEDICALLY UNQUALIFIED OUTSIDE LOUISIANA" when a driver is qualified in accordance with the provisions stated herein. The grandfather exemptions were discontinued on August 31, 1994.**
- 5. When applicable, the words "Louisiana Department of Public Safety and Corrections" and/or "Office of State Police" are substituted where "U.S. Department of Transportation", "Federal Highway Administration," "Federal Highway Administrator," "Director," "Bureau of Motor Carrier Safety," or "Office of Motor Carrier Safety" appear.**
- 6. When applicable, substitute the compatible Louisiana Department of Public Safety and Corrections forms or procedures, where special U.S. Department of Transportation forms or procedures are specified or required, if such are required by the State.**



Colonel Kevin Reeves, Superintendent
Louisiana State Police

7-22-19

Date