



**RHODE ISLAND**

***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2020 - 2022**

**Date of Approval: April 06, 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.*

The Rhode Island State Police is a full service, statewide law enforcement agency whose mission is to fulfill the law enforcement needs of the people with the highest degree of fairness, professionalism and integrity, and protect the inherent rights of the people to live their lives in freedom and safety. To this end, Division employees shall perform their respective patrol, investigative and support functions to the best of their ability and cooperate with other State Agencies, as well as with local and Federal authorities. The Rhode Island State Police Commercial Enforcement Unit (CEU) continues to serve as the lead agency of the MCSAP program in the state of Rhode Island. The CEU is comprised of full-time and auxiliary staff working with non-funded participating partners from local enforcement agencies. The CEU is committed to a commercial vehicle safety program that nests with the Federal Motor Carrier Safety Administration's goals to use innovative and traditional enforcement to address the causes for crashes; embrace the implementation of CSA; the continual improvement of data collection and quality; and passenger carrier enforcement. Our primary mission is to support national and state goals of reducing fatalities and injuries that are the result of crashes involving large trucks and buses. Rhode Island has held an average rate of truck related fatalities at .042 per one hundred million (VMT) for the past six year periods. Rhode Island's goal is to continuously work to improve this rate and hopes further reductions in the future.

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

**Part 1 Section 3 - MCSAP Structure Explanation****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 Rhode Island State Police Commercial Enforcement Unit (CEU) is the MCSAP lead agency for the State of Rhode Island. Performing in this role since its inception, for over 30 years, the CEU has adapted effectively to the many challenges associated ensuring that Rhode Island remains a major contributor in improving the safety of the Nation's transportation system. The Rhode Island State Police and the CEU enjoys this success as the result of a strong partnership with the Federal Motor Carrier Safety Administration and other state and local agencies that are stakeholders in highway safety. We remain firmly committed to our highway safety goals and continuing our very successful program that has been validated year after year in our ability to meet established goals in an ever-changing transportation environment. The State of Rhode Island has not adopted the applicable sections of 49 CFR part 385 or 386, but the has other existing applicable authority to place a vehicle OOS roadside. Our FY2020 Commercial Vehicle Safety Plan (CVSP) reflects a thorough effort that ensures the effective use of limited resources. We have leveraged the latest technologies in data collection to help focus our resources to yield the most effective and efficient impact on highway safety. Additionally, we are always seeking new and innovative ways to conduct operations to serve as a force multiplier in our continued progress in reducing the truck related crash and fatality rates.

The CEU consists of one (1) Sergeant and one Corporal (1) serving as the MCSAP Coordinator and administrators, (1) one member dedicated to conducting Compliance Reviews, one (1) member dedicated to New Entrant Reviews, and four (4) full-time roadside inspectors. All eight (8) members have been fully certified as a NASTI Level I inspector. Most members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. In addition, the CEU has five (5) part-time members, who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also, one (1) full-time and two (2) part-time members have been trained to conduct New Entrant Audits and assist when needed. There are currently fifteen (15) certified inspectors from local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

Although the primary focus of the CEU is the improvement of Commercial Motor Vehicle Safety, other duties are required of its members. Five (5) troopers currently hold positions with other, part-time units: Marine Unit, Dive Team, and K-9 Unit. Several unit members are also called upon to instruct during in-service and academy training throughout the year. In addition to these part-time units, Troopers are routinely required to fill barracks vacancies due to department-wide shortages (these duties are not funded through the MCSAP program).

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

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

**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:	RHODE ISLAND STATE POLICE
Enter total number of personnel participating in MCSAP activities	14
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	13
Traffic Enforcement Activities	13
Investigations*	4
Public Education and Awareness	5
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Non-funded Agency Information	
Total number of agencies:	7
Total # of MCSAP Participating Personnel:	15

## 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			
10/01/2017	09/30/2018	1	2	1
10/01/2016	09/30/2017	8	2	8
10/01/2015	09/30/2016	2	3	2
10/01/2014	09/30/2015	4	4	4
10/01/2013	09/30/2014	5	2	5



**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2017	09/30/2018	0	0	0
10/01/2016	09/30/2017	0	0	0
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	1	0	1
10/01/2013	09/30/2014	1	0	1

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
10/01/2017	09/30/2018	1	0	1
10/01/2016	09/30/2017	0	0	0
10/01/2015	09/30/2016	0	0	0
10/01/2014	09/30/2015	0	0	0
10/01/2013	09/30/2014	0	0	0

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

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/31/2019, including crash records through 01/31/2019.

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

The State of Rhode Island will continue its efforts to reduce commercial motor vehicle related crashes in FFY 2020-2022. Rhode Island will make every effort to adhere to this plan in an attempt to continue to improve the state's crash rate. While in pursuit of a total crash rate reduction, our concurrent, and more important goal, will be to further reduce CMV related fatalities.

**Narrative Overview for FY 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.**

A comparison of federal fiscal years 2014 and 2018 reveals a decrease in the total number of commercial motor vehicle fatal crashes 5/1 respectively.

Analysis of data collected indicates that the State of Rhode Island possesses a crash corridor located on a portion of Interstate routes 95 and 195. As with previous years, Rhode Island's crash corridor is the one identifiable location within the State that can be addressed as a specific problem area. In 2018, the crash corridor accounted for approximately 35% of all CMV crashes, statewide.

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

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

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

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/31/2019, including crash records through 01/31/2019.

**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	1
2021	1
2022	1

Crash reduction will continue to be one of the primary components of Rhode Island's safety plan each year. For

FFY2018 Rhode Island experienced a decrease in the number of CMV fatal crashes from 5 to 1 when comparing FFY2014 to FFY2018. The crash reduction goal for FFY 2020 - 2022 is a 3% reduction in total CMV crashes statewide, using FFY 2018 as a baseline.

***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.***

Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has four (4) full-time roadside inspectors. 2 full-time inspectors are on a rotating schedule to conduct daily size and weight activities. These size and weight activities are not billed to the MCSAP Grant. The remainder of the unit is dedicated to either administrative or investigative work. Additional part-time inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed.

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

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

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

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

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

## 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	1486	1405	1562	1522	1475
Level 2: Walk-Around	858	1088	594	656	670
Level 3: Driver-Only	661	1047	1274	1625	766
Level 4: Special Inspections	0	8	4	0	0
Level 5: Vehicle-Only	121	157	147	200	113
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>3126</b>	<b>3705</b>	<b>3581</b>	<b>4003</b>	<b>3024</b>

### **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 CEU consists of one (1) Sergeant and one (1) Corporal serving as the MCSAP Coordinator and administrators, (1) one member dedicated to conducting Compliance Reviews, one (1) member dedicated to New Entrant Reviews and four (4) full-time roadside inspectors. 2 full-time inspectors are on a rotating schedule to conduct daily size and weight enforcement activities. These size and weight enforcement activities are not billed to the MCSAP Grant. All eight (8) members have been fully certified as a NASTI Level I inspector. Most members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. In addition, the CEU has five (5) part-time members who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also one (1) full-time and two (2) part time members are trained to conduct New Entrant Audits and assist when needed. There are currently fifteen (15) certified inspectors from local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding to assist with their programs and therefore are not included in any MOE calculations. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

### **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:** RHODE ISLAND STATE POLICE

**Enter the total number of certified personnel in the Lead agency:** 13

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1100	70	25	1195	46.48%
Level 2: Walk-Around	500	20	6	526	20.46%
Level 3: Driver-Only	800	15	5	820	31.89%
Level 4: Special Inspections		0	0	0	0.00%
Level 5: Vehicle-Only	18	2	10	30	1.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>2418</b>	<b>107</b>	<b>46</b>	<b>2571</b>	

### MCSAP subrecipient agency

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

**Subrecipient is:**

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

Projected Goals for FY 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	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	7
Enter the total number of non-funded certified officers:	15
Enter the total number of inspections projected for FY 2020:	495

**Summary**

## Projected Goals for FY 2020 - Roadside Inspections Summary

<b>Projected Goals for FY 2020 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: RHODE ISLAND STATE POLICE</b>					
<b># certified personnel: 13</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 7</b>					
<b># certified personnel: 15</b>					
<b># projected inspections: 495</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1100	70	25	1195	46.48%
Level 2: Walk-Around	500	20	6	526	20.46%
Level 3: Driver-Only	800	15	5	820	31.89%
Level 4: Special Inspections		0	0	0	0.00%
Level 5: Vehicle-Only	18	2	10	30	1.17%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>2418</b>	<b>107</b>	<b>46</b>	<b>2571</b>	

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

<b>Projected Goals for FY 2021 Roadside Inspections</b>	<b>Lead Agency</b>	<b>Subrecipients</b>	<b>Non-Funded</b>	<b>Total</b>
Enter total number of projected inspections	2500	0	495	2995
Enter total number of certified personnel	13	0	15	28
<b>Projected Goals for FY 2022 Roadside Inspections</b>				
Enter total number of projected inspections	2525	0	495	3020
Enter total number of certified personnel	13	0	15	28



**Part 2 Section 4 - Investigations**

*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**

<b>Investigative Types - Interstate</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	5	4	2	6	5
CSA On-Site Comprehensive	2	2	2	2	3
<b>Total Investigations</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>8</b>
Total Security Contact Reviews					
Total Terminal Investigations	2	1			1

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

**Narrative Overview for FY 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	1	0	1	0	1	0
CSA On-Site Focused/Focused CR	4	0	4	0	4	0
CSA On-Site Comprehensive	2	0	2	0	2	0
<b>Total Investigations</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	6	0	6	0	6	0

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

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

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

This Trooper is also a canine handler and is also responsible for State Police assigned duties (not billed to the MCSAP Grant). The annual objective of the Commercial Enforcement Unit's Compliance Review program is to complete six (6) compliance reviews on high-risk carriers as assigned by the Division Office and the State. As with many portions of this plan, the small number of carriers reviewed by State personnel makes it difficult to quantify a crash reduction rate. As mentioned in the FMCSA's Program Effectiveness Study, the average crash rate reduction of a company subjected to a CR will decrease by approximately 18.6%. Analysis of Rhode Island's CR effectiveness by the FMCSA, based on 2009 data, approximates a 44.6% reduction in crash rates among companies that have been the subject of a review. This translates into 19 fewer crashes within the state. Rhode Island will use the results of this study to support its participation in the CR/Intervention program. Rhode Island will continue to work with our Federal partners using the current CSA Carrier Intervention Program. The activity performed will be the completion of Compliance Reviews and/or Carrier Interventions. Enforcement action will take place as needed. This performance-based approach will measure the number of CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

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

For FY 2020 - 2022, the measurement for this section will be the completion and upload of six (6) Compliance Reviews throughout the year and assist the Division Office as needed. This performance-based approach will measure the number of CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

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

**Part 2 Section 5 - Traffic Enforcement**

*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	434	434
01/01/2017	12/31/2017	426	426
01/01/2016	12/31/2016	1235	1235
01/01/2015	12/31/2015	1254	1254
01/01/2014	12/31/2014	1070	1070

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2018	12/31/2018	139	139
01/01/2017	12/31/2017	133	133
01/01/2016	12/31/2016	133	133
01/01/2015	12/31/2015	149	149
01/01/2014	12/31/2014	156	156

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

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/31/2019, including current year-to-date information for FY 2019. RISP CEU Activity Database

**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 order to meet the stated objective, the State of Rhode Island will have each inspector allocate a number of duty hours each week towards Traffic Enforcement Activities. Inspection activity is likely to coincide with hours dedicated to this effort, but setting a quota for the number of Traffic Enforcement inspections produced can become problematic during traffic tribunal hearings. Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has four (4) full-time roadside inspectors. 2 full-time inspectors are on a rotating schedule to conduct daily size and weight activities. These size and weight activities are not billed to the MCSAP Grant. The remainder of the unit is dedicated to either administrative or investigative work. Only the activities of the full-time inspectors can be scheduled for the purposes of this plan. Additional inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. Measurement will be achieved through the completion of 8 hrs of traffic enforcement each week for a total of 300 hours each quarter. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed.

**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	450	460	470
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	125	140	150
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	100	100	100

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, 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
3066	7	185	3258	3229

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

Measurement will be achieved through the completion of 8 hrs of traffic enforcement each week for each full-time inspector. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles operating in the vicinity of commercial vehicles and conduct traffic enforcement when violations are observed. Traffic activity levels will be monitored on a monthly basis. Hourly commitments will be reported to the MCSAP Coordinator on a quarterly basis (approx. 300 hrs. per qtr.). Measurement will also include number of inspections produced, number and type of violations discovered as well as Out of Service totals.

## Part 2 Section 6 - Safety Technology

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	Deploying Core CVISN	Yes
PRISM	Exceeds Full Participation	Yes

Available data sources:

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

**Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:** Rhode Island Division of Motor Vehicles

**Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:** Rhode Island Division 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.**

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

The Rhode Island Registry of Motor Vehicles is responsible for PRISM and ITD implementation. The RISP CEU supports their efforts by making MCSAP funding available for O&M of deployed projects.

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

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

**Part 2 Section 7 - Public Education and Outreach**

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

**Narrative Overview for FY 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.**

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

**Projected Goals for FY 2020 - 2022**

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

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10	10	10
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach			
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input type="radio"/>	<input checked="" type="radio"/>	State-Sponsored Outreach Events			
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events			
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events			

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



***quarterly SF-PPR reports.***

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

## 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	Yes

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
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.**

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

### Narrative Overview for FY 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.

Rhode Island currently has a 'good' SSDQ ranking in all categories. Rhode Island will work throughout FFY2020 - 2022 to maintain the "Good" ranking.

**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.

The RISP CEU will continue to monitor each SSDQ category rating on a quarterly basis and make any adjustments if needed.

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

The quarterly FMCSA SSDQ ratings will be monitored and compared to FY16 baseline data on a quarterly basis.

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

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

### Narrative Overview for FY 2020 - 2022

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

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

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

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

### Projected Goals for FY 2020 - 2022

For the purpose of completing the table below:

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

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

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	40	0	40	0	40	0
# of Safety Audits (Offsite)	145	0	145	0	145	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>185</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>185</b>	<b>0</b>
# of Non-Audit Resolutions	80	0	80	0	80	0

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

Maintain one full-time (FTE) CEU member that devotes 100% of his total activities to New Entrant Onsite and Offsite Safety Audits. Additionally, **utilize three (3) part-time auditors to assist in the support of this program**. In addition, all auditors will be required to provide educational assistance which includes presenting corrective action procedures for those who fail their Safety Audits. Finally, ensure that all auditors can maintain the necessary certifications required to conduct Safety Audits and Commercial Motor Vehicle Inspections. All auditors are primarily responsible for locating and scheduling each carrier involved in the program. Auditors will complete each review and deliver completed packages to the local FMCSA office.

**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.**

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

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

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

**Part 3 - National Emphasis Areas and State Specific Objectives**

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

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

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

**Check this box if:**

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

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

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

**Check this box if:**

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

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

#### Instructions:

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

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

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

#### Activity #1

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

According to Safety Data provided by the FMCSA Motor Carrier Management Information System (MCMIS) for CY 2016, one vehicle configuration type and one cargo body type were consistently involved in a higher percentage of crashes as compared to the national average. The following numbers demonstrate the status of the same categories from CY 2016 data: 1. Single Unit Truck, 2 axle, 6 tires (66 crashes) (6 % higher than the national average), 2. Cargo Body Type: Dump (29 crashes) (3 % higher than the national average).

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

To lower the total number of crashes involving CMV's with the vehicle configurations and cargo body types listed above. The total reduction will be an effort to bring the State of Rhode Island's totals in these categories in line with the national average. The target reduction for each of the problems listed above is approximately 4% over the next two years. All four of the categories have had a substantial decrease already in CY2016: 1. Single Unit Truck, 2 axle, 6 tires (2 crashes) 2. Cargo Body Type: Dump (3 crashes).

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

The plan to reduce crashes in the above mentioned categories was to increase the number of inspections for each group. This increase would be accomplished by having roadside inspectors concentrate a portion of their effort on each of the categories. The categories described were defined by data fields collected from A&I online. The latest A&I data shows that Rhode Island saw a 6% reduction in the number of crashes, and is in line with the national average for the Configuration - Single Unit Truck, 2 axle, 6 tires category and a 3% reduction in the number of crashes, and is in line with the national average for the Cargo Body Type - Dump

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

There was an overall decrease in crashes of 6% and 3 % in the two categories. RI will continue efforts to reduce crashes in all categories. Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/31/2019, including crash records through 01/31/2019.



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

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

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

## Part 4 - Financial Information

### Part 4 Section 1 - Overview

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

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

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

#### Instructions

The Spending Plan should include costs for FY 2020 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

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

#### On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,323,167.00	\$233,499.00	\$1,556,666.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount ):	\$233,499.00
MOE Baseline:	\$54,253.92

**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):	\$233,499.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Civilian	1	100.0000	\$57,000.00	\$57,000.00	\$48,450.00	\$8,550.00	\$0.00
Trooper (full time) (sworn)	8	100.0000	\$88,600.00	\$708,800.00	\$602,480.00	\$106,320.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$765,800.00</b>	<b>\$650,930.00</b>	<b>\$114,870.00</b>	<b>\$0.00</b>
Overtime Project Costs							
Total Overtime	1	100.0000	\$149,366.60	\$149,366.60	\$126,961.61	\$22,404.99	\$0.00
<b>Subtotal: Overtime</b>				<b>\$149,366.60</b>	<b>\$126,961.61</b>	<b>\$22,404.99</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$915,166.60</b>	<b>\$777,891.61</b>	<b>\$137,274.99</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Cash</b>						

Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Civilian	1	100.0000	\$57,000.00	\$57,000.00	\$48,450.00	\$8,550.00	\$0.00
Trooper (full time) (sworn)	8	100.0000	\$88,600.00	\$708,800.00	\$602,480.00	\$106,320.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$765,800.00</b>	<b>\$650,930.00</b>	<b>\$114,870.00</b>	<b>\$0.00</b>
Overtime Project Costs							
Total Overtime	1	100.0000	\$149,366.60	\$149,366.60	\$126,961.61	\$22,404.99	\$0.00
<b>Subtotal: Overtime</b>				<b>\$149,366.60</b>	<b>\$126,961.61</b>	<b>\$22,404.99</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$915,166.60</b>	<b>\$777,891.61</b>	<b>\$137,274.99</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Cash</b>						

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

The RI State Police CEU consists of 14 full and part-time employees (MCSAP eligible). The full-time members consist

of 1 Sergeant, 1 Corporal, 6 Troopers (FTE's), and 1 Civilian (7 sworn personnel and 1 civilian). The part-time employees consist of 3 Sergeants, 1 Corporal, 1 Trooper and 1 Civilian (5 sworn personnel and 1 civilian).

The 8 sworn full-time members work approximately 2,574 hrs per year and the 1 full-time civilian employee works approximately 1,820 hours, which is applied to the grant.

Full-time, part-time and civilian employees work a total of approximately 2150 hours per year on a overtime basis, which is applied to the grant. The approximate budget amount for employees is \$915,166.60

**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 x 64.8 x 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
Trooper (full time) (sworn)	41.5000	100.0000	\$782,516.00	\$324,744.14	\$276,032.52	\$48,711.62	\$0.00
Civilian	41.5000	100.0000	\$46,719.40	\$19,388.55	\$16,480.26	\$2,908.29	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$344,132.69</b>	<b>\$292,512.78</b>	<b>\$51,619.91</b>	<b>\$0.00</b>

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

Fringe benefits are a summation of the actual fringe benefits per employee at a rate of 41.5% of the average full time Trooper's salaries and 41.5% of the Civilian's annual salary which includes: FICA, Holiday, Retirement, Retirement Health, Assets Fringe Benefit, Health Insurance, Dental, and Vision.

Full Time Trooper: 43.5% of the Average annual salaries total - (\$782,516) = \$324,744.14

Civilian: 43.5% of annual salary total - (\$46,719.40) = \$19,388.55

The budgeted amount for fringe benefit in this proposal is for \$344,132.69. This rate is a percentage used for budgeting purposes and actual will be included with requests for reimbursement.

**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
Other Bulk Packaging Course	1	5	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
General Hazardous Materials Course	1	5	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
Cargo Tank Course	2	5	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Passenger Vehicle Inspection Course	3	5	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
North American Standard Part A and Part B courses	1	10	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Annual MCSAP Workshop	2	5	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
FMCSA Annual In-Service Training	1	5	100.0000	\$1,800.00	\$1,530.00	\$270.00	\$0.00
CVSA NAIC Conference	1	5	100.0000	\$1,800.00	\$1,530.00	\$270.00	\$0.00
CVSA Spring Conference	2	5	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
CVSA Fall Conference	2	5	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
CVSA COHMED Conference	2	5	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
CVSA Data Management Workshop	1	5	100.0000	\$1,800.00	\$1,530.00	\$270.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$28,800.00</b>	<b>\$24,480.00</b>	<b>\$4,320.00</b>	<b>\$0.00</b>

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

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

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

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

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

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



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

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

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

Two (2) members to attend Cargo Tank Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$2,000 (Per Diem & Accommodations).

Three (3) members to attend Passenger Vehicle Inspection Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$3,000 (Per Diem & Accommodations).

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

One (1) member to attend FMCSA In-service Training (location to be determined) (estimate) @ \$1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

Two (2) members to attend 2019 MCSAP Workshop (location to be determined) (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

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

The proposed cost for training travel is \$16,200.

## 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
Patrol Vehicle	1	\$60,000.00	100	\$60,000.00	\$51,000.00	\$9,000.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$60,000.00</b>	<b>\$51,000.00</b>	<b>\$9,000.00</b>	<b>\$0.00</b>
Equipment threshold is greater than \$5,000.							

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

The CEU needs to replace a 2013 Chevrolet Tahoe that has reached it's life usefulness. The cost of a new fully equipped, division approved 2019 Police Rated Ford Explorer including, but not limited to, emergency lighting, communications, mobile data terminal, equipment containment system, etc., is approximately \$60,000.

**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
Roadside Inspector Equipment	1 Year	\$3,125.80	100.0000	\$3,125.80	\$2,656.93	\$468.87	\$0.00
Uniforms	1 Year	\$3,650.55	100.0000	\$3,650.55	\$3,102.96	\$547.59	\$0.00
Office Supplies	1 Year	\$2,500.00	100.0000	\$2,500.00	\$2,125.00	\$375.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$9,276.35</b>	<b>\$7,884.89</b>	<b>\$1,391.46</b>	<b>\$0.00</b>

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

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

Brake chambermates, regulations/OOS Books (MCSR, HM Regs, OOS Books), wheel safety chocks, creepers, rulers, batteries (flash lights), OOS & CVSA decals, ect. This equipment is needed to replace older equipment that has reached its useful life. The budget amount for this equipment in this proposal is for **\$3,125.80**.

The proposed cost for uniforms and related items is \$3,650.55. This is needed to replace worn uniforms, web gear, and boots for 14 Troopers. The uniform is division approved and required wear. The unit researches the cost of the required items to get the best price available.

The CEU needs general office supplies for the year in order to support the MCSAP program. Supplies consist of: paper (to include thermal paper), pens, computer ink, staples, copier toner, and fax toner, etc. The proposed cost of the needed supplies is \$2,500.

## 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
Intelligent Imaging Systems, Inc.	EIN 98042446	Contract	100.0000	\$22,500.00	\$19,125.00	\$3,375.00	\$0.00
Description of Services: Maintenance and Service Plan for Electronic Screening Equipment							
ISAM Corp. DBA Core Business Technologies	EIN 50403618	Contract	100.0000	\$3,990.36	\$3,391.81	\$598.55	\$0.00
Description of Services: Copy Machine Lease							
ISAM Corp. DBA Core Business Technologies	EIN 50403618	Contract	100.0000	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Description of Services: Copy Machine Maintenance & Supplies							
<b>TOTAL: Contractual and Subaward</b>				<b>\$29,490.36</b>	<b>\$25,066.81</b>	<b>\$4,423.55</b>	<b>\$0.00</b>

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

***MCSAP project.***

O&M costs for deployed ITD/PRISM projects include \$22,500.00 for a Support and Maintenance Service Plan for our Smart Roadside Automated Electronic Screening System that was purchased with funds from Rhode Island's 2008 CVISN Grant.

The CEU leases a copy machine at the price of \$3,990.36 per year. The maintenance contract including supplies of the copy machine is approximately \$3000 per year. This copy machine is used 100% for MCSAP related activities.

## Part 4 Section 8 - Other Costs

*Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.*

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

*Enter a description of each requested Other Cost.*

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

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

### Indirect Costs

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

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

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

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Modified Total Direct Costs (MTDC)	10	\$1,290,000.00	\$129,000.00	\$109,650.00	\$19,350.00
<b>TOTAL: Indirect Costs</b>			<b>\$129,000.00</b>	<b>\$109,650.00</b>	<b>\$19,350.00</b>

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Conference Fees	6 Year	\$550.00	100.0000	\$3,300.00	\$2,805.00	\$495.00	\$0.00
O&M Costs For ITD/PRISM	1 Year	\$37,500.00	100.0000	\$37,500.00	\$31,875.00	\$5,625.00	\$0.00
CVSA Membership Dues	1 Year	\$7,800.00	0.0000	\$0.00	\$0.00	\$0.00	\$7,800.00
Vehicle Fuel Costs	1 Year	\$24,225.50	0.0000	\$0.00	\$0.00	\$0.00	\$24,225.50
Repair & Maintenance of Vehicles	1 Year	\$22,794.95	0.0000	\$0.00	\$0.00	\$0.00	\$22,794.95
Air Cards & Mobile Telephones	1 Year	\$3,847.16	0.0000	\$0.00	\$0.00	\$0.00	\$3,847.16
Audit Fees	1 Year	\$707.11	0.0000	\$0.00	\$0.00	\$0.00	\$707.11
<b>TOTAL: Other Costs</b>				<b>\$40,800.00</b>	<b>\$34,680.00</b>	<b>\$6,120.00</b>	<b>\$59,374.72</b>

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

The Indirect Cost Rate was calculated by using 10% De Minimis of the Modified Total Direct Cost (MTDC).

Conference Fees to attend CVSA Fall & Spring Conference and the COHMED Conference is \$3,300 (6 @ \$550 per conference for a total of \$3,300). Other ITD/PRISM O&M costs are unknown at this time. For planning purposes, as a "place holder", we are allocating a total of \$60,000 for O&M costs for deployed ITD/PRISM programs.

The following costs are planned MOE expenditures:

CVSA Annual Membership Fees: \$7,800

Vehicle Fuel Costs: \$24,225.50

Repair & Maintenance of Vehicles: \$22,794.95

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

Audit Fees: \$707.11

Total Planned Other Costs and MOE Expenditures: \$59,374.72

**Part 4 Section 9 - Comprehensive Spending Plan**

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

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,323,167.00	\$233,499.00	\$1,556,666.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$233,499.00
MOE Baseline:	\$54,253.92

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Civilian	\$48,450.00	\$8,550.00	\$57,000.00	\$0.00
Trooper (full time) (sworn)	\$602,480.00	\$106,320.00	\$708,800.00	\$0.00
<b>Salary Subtotal</b>	<b>\$650,930.00</b>	<b>\$114,870.00</b>	<b>\$765,800.00</b>	<b>\$0.00</b>
Total Overtime	\$126,961.61	\$22,404.99	\$149,366.60	\$0.00
<b>Overtime subtotal</b>	<b>\$126,961.61</b>	<b>\$22,404.99</b>	<b>\$149,366.60</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$777,891.61</b>	<b>\$137,274.99</b>	<b>\$915,166.60</b>	<b>\$0.00</b>

<b>Fringe Benefits</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Trooper (full time) (sworn)	\$276,032.52	\$48,711.62	\$324,744.14	\$0.00
Civilian	\$16,480.26	\$2,908.29	\$19,388.55	\$0.00
<b>Fringe Benefits total</b>	<b>\$292,512.78</b>	<b>\$51,619.91</b>	<b>\$344,132.69</b>	<b>\$0.00</b>



Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Other Bulk Packaging Course	\$850.00	\$150.00	\$1,000.00	\$0.00
General Hazardous Materials Course	\$850.00	\$150.00	\$1,000.00	\$0.00
Cargo Tank Course	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Passenger Vehicle Inspection Course	\$2,550.00	\$450.00	\$3,000.00	\$0.00
North American Standard Part A and Part B courses	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Annau MCSAP Workshop	\$3,060.00	\$540.00	\$3,600.00	\$0.00
FMCSA Annual In-Service Training	\$1,530.00	\$270.00	\$1,800.00	\$0.00
CVSA NAIC Conference	\$1,530.00	\$270.00	\$1,800.00	\$0.00
CVSA Spring Conference	\$3,060.00	\$540.00	\$3,600.00	\$0.00
CVSA Fall Conference	\$3,060.00	\$540.00	\$3,600.00	\$0.00
CVSA COHMED Conference	\$3,060.00	\$540.00	\$3,600.00	\$0.00
CVSA Data Management Workshop	\$1,530.00	\$270.00	\$1,800.00	\$0.00
<b>Travel total</b>	<b>\$24,480.00</b>	<b>\$4,320.00</b>	<b>\$28,800.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Patrol Vehicle	\$51,000.00	\$9,000.00	\$60,000.00	\$0.00
<b>Equipment total</b>	<b>\$51,000.00</b>	<b>\$9,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Roadside Inspector Equipment	\$2,656.93	\$468.87	\$3,125.80	\$0.00
Uniforms	\$3,102.96	\$547.59	\$3,650.55	\$0.00
Office Supplies	\$2,125.00	\$375.00	\$2,500.00	\$0.00
<b>Supplies total</b>	<b>\$7,884.89</b>	<b>\$1,391.46</b>	<b>\$9,276.35</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Intelligent Imaging Systems, Inc.	\$19,125.00	\$3,375.00	\$22,500.00	\$0.00
ISAM Corp. DBA Core Business Technologies	\$3,391.81	\$598.55	\$3,990.36	\$0.00
ISAM Corp. DBA Core Business Technologies	\$2,550.00	\$450.00	\$3,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$25,066.81</b>	<b>\$4,423.55</b>	<b>\$29,490.36</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Conference Fees	\$2,805.00	\$495.00	\$3,300.00	\$0.00
O&M Costs For ITD/PRISM	\$31,875.00	\$5,625.00	\$37,500.00	\$0.00
CVSA Membership Dues	\$0.00	\$0.00	\$0.00	\$7,800.00
Vehicle Fuel Costs	\$0.00	\$0.00	\$0.00	\$24,225.50
Repair & Maintenance of Vehicles	\$0.00	\$0.00	\$0.00	\$22,794.95
Air Cards & Mobile Telephones	\$0.00	\$0.00	\$0.00	\$3,847.16
Audit Fees	\$0.00	\$0.00	\$0.00	\$707.11
<b>Other Costs total</b>	<b>\$34,680.00</b>	<b>\$6,120.00</b>	<b>\$40,800.00</b>	<b>\$59,374.72</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$1,213,516.09</b>	<b>\$214,149.91</b>	<b>\$1,427,666.00</b>	<b>\$59,374.72</b>
Indirect Costs	\$109,650.00	\$19,350.00	\$129,000.00	NA
<b>Total Costs Budgeted</b>	<b>\$1,323,166.09</b>	<b>\$233,499.91</b>	<b>\$1,556,666.00</b>	<b>\$59,374.72</b>

**Part 4 Section 10 - Financial Summary**

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,323,167.00	\$233,499.00	\$1,556,666.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$233,499.00
MOE Baseline:	\$54,253.92

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$650,930.00	\$114,870.00	\$765,800.00	\$0.00
Overtime Subtotal	\$126,961.61	\$22,404.99	\$149,366.60	\$0.00
Personnel Total	\$777,891.61	\$137,274.99	\$915,166.60	\$0.00
Fringe Benefits Total	\$292,512.78	\$51,619.91	\$344,132.69	\$0.00
Travel Total	\$24,480.00	\$4,320.00	\$28,800.00	\$0.00
Equipment Total	\$51,000.00	\$9,000.00	\$60,000.00	\$0.00
Supplies Total	\$7,884.89	\$1,391.46	\$9,276.35	\$0.00
Contractual and Subaward Total	\$25,066.81	\$4,423.55	\$29,490.36	\$0.00
Other Costs Total	\$34,680.00	\$6,120.00	\$40,800.00	\$59,374.72
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$1,213,516.09	\$214,149.91	\$1,427,666.00	\$59,374.72
Indirect Costs	\$109,650.00	\$19,350.00	\$129,000.00	NA
<b>Total Costs Budgeted</b>	<b>\$1,323,166.09</b>	<b>\$233,499.91</b>	<b>\$1,556,666.00</b>	<b>\$59,374.72</b>

## Part 5 - Certifications and Documents

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

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

### Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? James M. Manni
2. What is this person's title? Superintendent Colonel
3. Who is your Governor's highway safety representative? Peter Alviti Jr.
4. What is this person's title? Director of RIDOT

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

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

#### State Certification declaration:

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

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

**Part 5 Section 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? John Furtado
2. What is the title of your certifying State official? Sergeant
3. What are the phone # and email address of your State official? 401-444-1140 john.furtado@risp.gov

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

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

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

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

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No

## **FY 2020 Certification of MCSAP Conformance (State Certification)**

I Colonel James M. Manni, Superintendent, on behalf of the State (or Commonwealth) of Rhode Island, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Rhode Island State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Rhode Island State Police to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

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



bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 7/17/19

Signature Coc. [Signature] #1

## Annual Certification of Compatibility

In accordance with 49 C.F.R., Parts 350.331, as Superintendent for the Rhode Island State Police, I do hereby certify the State of Rhode Island's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations (FHMR) as follows:

INTERSTATE MOTOR CARRIERS; and

INTRASTATE MOTOR CARRIERS.

Signature: \_\_\_\_\_

James M. Manni  
Superintendent  
Colonel

Date: \_\_\_\_\_

7/17/19



U.S. Department  
of Transportation

Federal Motor Carrier  
Safety Administration

1200 New Jersey Avenue, SE  
Washington, DC 20590

July 18, 2019

In Reply Refer To: MC-CR  
FY 2020 Pre-Award  
DPS/RISP

Mr. James M. Manni, Colonel  
Rhode Island Department of Public Safety/Rhode Island State Police  
311 Danielson Pike  
North Scituate, RI 02857

Dear Mr. Manni:

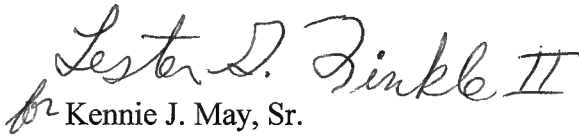
We are in receipt of the Rhode Island Department of Public Safety (DPS) Rhode Island State Police's (RISP) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the Rhode Island DPS/RISP's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2020. We do request that the Rhode Island DPS/RISP notify FMCSA's Office of Civil Rights should it provide funding to another Recipient (Sub-Recipient) and/or be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the Rhode Island DPS/RISP to ensure that the Title VI Program Compliance Plan is updated with the additional information.

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

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

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

Sincerely,

  
for Kennie J. May, Sr.

Director

Office of Civil Rights

Cc: Maura Gazerro, Human Resources Director, DPS/RISP  
Kevin Carter, Division Administrator, Rhode Island Division Office  
Daniel Cusumano, State Program Manager, Rhode Island Division Office



**STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS**  
**DIVISION OF STATE POLICE**

**HEADQUARTERS: 311 DANIELSON PIKE, NORTH SCITUATE, RHODE ISLAND 02857**  
**Telephone: (401) 444-1001 ♦ Fax: (401) 444-1105 ♦ E-Mail: Ann.Assumpico@risp.gov**

**GREGORY B. STACK**  
**FINANCE DIRECTOR**  
**DEPARTMENT OF PUBLIC SAFETY**

July 1, 2019

Mr. Daniel C. Cusumano  
State Program Specialist, RI Division  
US DOT/FMCSA  
20 Risho Avenue, Suite E  
East Providence, RI 02914

Dear Mr. Cusumano:

The State of Rhode Island Department of Public Safety (DPS) has determined that our cognizant federal agency is the United States Department of Justice (USDOJ). DPS has never received an indirect cost rate from the USDOJ or any other federal agency. For the purposes of this grant application, the DPS would like to use the 10% de minimis rate per the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R Part 200). This rate will take effect at the start of the budget period of this grant award, which is October 1, 2019.

The DPS understands that the indirect cost rate can only be applied to the modified direct total costs. To determine the modified direct total costs, DPS will use all direct salaries and wages, applicable fringe benefits, materials, supplies, and travel in accordance with the provisions of 2 C.F.R. Part 200.68 and 200.414.

If you have any questions or would like to discuss this further, please contact me via telephone at (401) 764-5795 or e-mail at [gregory.stack@risp.gov](mailto:gregory.stack@risp.gov).

Very respectfully,

Gregory B. Stack  
Financial Director  
Rhode Island Department of Public Safety