



## **LOUISIANA**

### ***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2023 - 2025  
Annual Update FY 2025**

**Date of Approval: March 02, 2026**

## **FINAL CVSP**



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

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year performance-based plan or annual update each year to receive MCSAP funds.

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 (FY 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2025:

**Multi-Year plans-** 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-** States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

## Part 1 Section 2 - Mission/Goal Statement

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

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

### Instructions:

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

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

### FY 2025 Update:



**(2023 CVE Trooper of The Year)**

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

LSP will continue to target the unsafe operation of passenger carriers in an effort to assist FMCSA in reducing bus crashes and fatalities. LSP will increase its focus on enforcement efforts in construction work zones and congested areas immediately before and after construction work zones. LSP will continually monitor crash statistics in and around construction work zones and adjust enforcement and education outreach based on that data. LSP recognizes the importance of national security and the danger involving CMVs that carry hazardous materials. LSP will continue an increased inspection/enforcement effort toward such vehicles. In addition, LSP has increased emphasis on human

trafficking. LSP held a human trafficking/smuggling class in January 2024 in an effort to better recognize human trafficking in CMVs.

LSP has used the bipartisan infrastructure law (BIL) monies to increase its NESA, CR, and Data Quality Program. We have created positions with the additional BIL money, but some challenges we have faced are not being able to fill them all due to promotions, retirement, and the inability to transfer personnel within the department.

LSP also used BIL monies to increase its data-collecting efforts with the Center for Analytics & Research in Transportation Safety (CARTS). CARTS collects, maintains, integrates, analyzes, and distributes crash-related data captured from law enforcement and other agencies throughout Louisiana. CARTS provides GIS analysis that has created a CMV dashboard portal for MCSAP inspectors.

The Louisiana State Police Commission (LSPC) closely monitors LSP manpower numbers and is keen on active recruiting to fill vacancies with highly qualified troopers. The attached video clip of an LSPC Meeting held April 13, 2023 shows LSPC support for recruiting efforts and requests for more training academy sessions.; start playing video at 55:00 and stop at 59:00 (<https://www.youtube.com/watch?v=S8peLbVNIqQ&t=4238s>). We also collaborated with our Recruiting section to bring awareness to potential applicants about the opportunity to work in the Transportation Safety Service Section (TSS). Personnel from TSS attend recruiting events at Jr. High Schools, High Schools, Community Colleges, and Universities, including Historically Black Colleges and Universities (HBCUs).

Another effort includes recruiting our nations veterans to bring their expertise to LSP. To encourage veterans to apply, our Recruiters are working with the Department of Defense (Skillbridge Program) on an apprenticeship program for Service members who are within 180 days of leaving active duty. Additionally, recruiters are working with the Veterans Administration to recruit personnel within 365 days of leaving active service. Finally, recruiters are coordinating with the Louisiana Department of Veterans Affairs to ensure those who join our ranks have the support needed to be successful.

As a department, one area that has helped increase our appeal is the consistent funding of academy classes. The assurance that a class is coming up helped increase the number of quality applicants for each class. Cadet Class 102 had 40 Troopers graduate, and Cadet Class 103 had 33 Troopers graduate. Cadet Class 104 has nearly 60 cadets with 6 weeks remaining. Cadet Class 105 begins in October, and Cadet Class 106 starts in December. We anticipate filling some vacancies once the graduates complete their field-training program.

As of July 1, 2023, LSP has received approximately 15% raise. We have seen a increase in applicants compared to a decrease that was in the 2024 eCVSP. LSP is the leading agency in the state, and we have multiple sections that range from patrol, criminal investigations, air support, and provide security details for the Governor and LT. Governor. By law, if an agency requests assistance, we must oblige. For some positions, we have been successful with using retired troopers.

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

**Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.**

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

**Instructions:**

*Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.*

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

**FY 2025 Update:**

LSP has created three new Compliance Review Investigator positions to increase the number of carrier investigations and to address high-risk based carrier compliance. The Investigator positions will allow us to rehire recently retired NAS-certified Troopers to conduct CR safety activities.

The MCSAP Unit, within the Commercial Vehicle Enforcement Division, is responsible for administering the MCSAP for LSP. The MCSAP Unit is comprised of forty-five (45) NAS-certified commissioned inspectors, nine (9) NAS-certified civilian NESAs Investigators, three (3) NAS-certified civilian Compliance Review Investigators, three (3) civilian Data Quality Investigators, and eight (8) other civilian administrative support personnel. The MCSAP Unit receives command supervision from a State Police Captain and ultimately a State Police Major. The MCSAP Unit is functionally divided along administrative and enforcement lines.

Twenty-Four (24) full time MCSAP troopers conduct enforcement and inspection activities on a full time basis.

Sixty-five (65) support personnel, which includes troopers and DPS personnel, are fully NAS-certified and conduct these activities on a limited basis.

Administrative (35)

One (1) State Police Captain that manages the Commercial Enforcement Section.

One (1) State Police Lieutenant that manages civil penalty assessment process, SafetyNet and legislative affairs.

One (1) State Police Lieutenant that manages the operations of Compliance Review, training and the New Entrant Safety Audit Program.

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

One (1) State Police Sergeant coordinates MCSAP Grants.

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

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

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

Four (4) State Police Troopers conduct compliance reviews, investigations, and outreach.

Three (3) Civilian CR Investigators (WAE) conduct compliance reviews, investigations and outreach.

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

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

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

Two (2) Civilian Training/Public Outreach Coordinators (WAE) handle all issues dealing with training and education, both for inspectors and for the public.

Nine (9) Civilian NESAs Auditors (WAE) perform New Entrant audits and education state-wide.

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

#### Roadside Enforcement-Levels 1-3 (59)

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

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

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

Twenty-Six (26) Mobile Weight MCSAP Inspectors provide additional support within the Transportation Safety Section that conduct MCSAP inspections and enforcement activities on a full-time basis, in association with all mobile weight enforcement activities.

#### Support (65)

The MCSAP unit currently receives additional support from Sixty-Five (65) NAS-Certified enforcement Troopers and DPS Officers throughout the Department, which include:

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

Emergency Services Unit - Twenty-Four (24) - conduct MCSAP inspections in conjunction with CMV related job functions.

Criminal Patrol Unit - Eighteen (18) - conduct MCSAP inspections in conjunction with CMV related job functions.

Other LSP Personnel - Three (3) - conduct MCSAP inspections on an occasional basis, in association with regular assigned patrol duties.

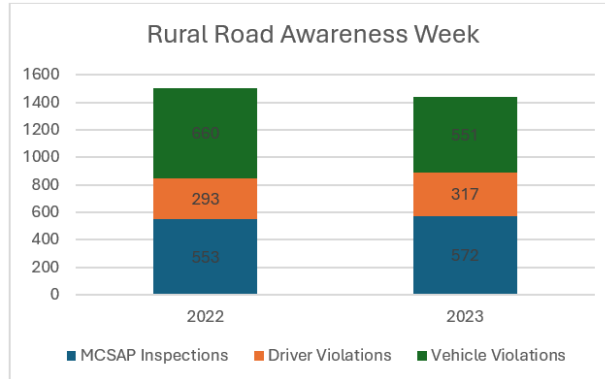
#### **National Roadway Strategy and USDOT Strategic Plan**

LSP is using the National Roadway Safety Strategy (NRSS), USDOT Strategic Plan and CMV data provided by The Center for Analytics & Research in Transportation Safety (CARTS) as resources in developing the 2025 CVSP. There will be more details provided in other CVSP sections.

#### **Rural Roads**

Most Louisiana roads are rural. For the past three years, 27% of LSP inspections have been performed on non-interstate systems. According to research published by TRIP (see link below), one out of three of Louisiana's rural roads are in mediocre or poor condition. 15% of Louisiana's rural roads are rated as poor, the 15th highest in the nation. 14% of Louisiana rural bridges were rated poor or structurally deficient. Louisiana rural roads frequently have more hazards like narrow lanes, sharp curves, and pavement drop-offs, making roadside inspections problematic due to these safety concerns. LSP will attempt to improve roadside inspections on rural roads when there are safe

locations to conduct inspections. LSP has had meetings with The Center for Analytics & Research in Transportation Safety (CARTS) and the Louisiana Department of Transportation and Development concerning rural roads. Louisiana Governor Jeff Landry proclaimed July 15-19, 2024 as Rural Roads Safety Awareness Week. This proclamation called attention to safety on rural roads in Louisiana and encouraged motorists to pay particular attention to driving on Louisiana’s rural roads. Rural Road Safety Awareness Week is part of the “What’s SPEED got to do with it” campaign from the [National Center for Rural Road Safety](#), a Federal Highway Administration-funded center for training, resources, technical assistance, and education on rural road safety issues (see link below). There will be more details provided in other CVSP sections.



[Louisiana's rural roads rated 15th worst in nation, according to new report | Local Politics | nola.com](#)

[It's Rural Road Safety Awareness Week in Louisiana \(kplctv.com\)](#)

**Human Trafficking**

LSP was awarded a High Priority Human Trafficking grant for FY 2024 - FY 2026. This grant is for enforcement only. We only use MCSAP basic funds for training and outreach. There will more details provided in other CVSP sections.

**Drug Interdiction**

LSP has full-time MCSAP personnel that have completed the first DIAP class and have plans to attend the second if scheduling allows. LSP has criminal patrol troopers assigned to the patrol division who also conduct MCSAP inspections. The Criminal Patrol Unit is committed to FMCSA’s mission of reducing crashes, injuries, and fatalities involving large trucks and buses. The Criminal Patrol Unit specializes in the recognition of criminal activity involving drug transportation. The Criminal Patrol Unit conducts details throughout the year with a focus on drug interdiction.

LSP has identified I-10 as a major drug trafficking corridor. LSP will continue to increase its enforcement of CMV drug interdiction. These stops will contribute to increasing our investigations (CR) on companies identified as being involved in criminal activities. There will be no more details provided in other CVSP sections.

On November 30, 2023, a LSP Trooper assigned to the Criminal Patrols Unit stopped a CMV for a roadside inspection on I-10 near Lake Charles, La. During the course of the inspection, the Trooper developed suspicion that the driver might be transporting illegal drugs. The driver refused a Consent to Search. A K-9 was deployed and actively alerted on the sleeper area of the CMV. A search uncovered 20 bundles of cocaine with an estimated street value of \$500,000. LSP will continue to use DIAP techniques to interdict criminal activity being conducted with the use of CMVs.

[https://www.westcentralsbest.com/todays\\_country\\_1057/news/lsp-arrests-commercial-driver-for-narcotics-in-lake-charles/article\\_102f0e3a-9052-11ee-b54e-d7c9261ced31.html](https://www.westcentralsbest.com/todays_country_1057/news/lsp-arrests-commercial-driver-for-narcotics-in-lake-charles/article_102f0e3a-9052-11ee-b54e-d7c9261ced31.html)

**Work Zone Safety**

LSP has had meetings with The Center for Analytics & Research in Transportation Safety (CARTS) and the Louisiana Department of Transportation and Development concerning crashes in work zones. LSP conducts quarterly work zone details with a CMV inspection. There will be more details provided in other CVSP sections.

**Training Plan**

LSP will be submitting an annual Training Plan to the National Training Center (NTC). Classes will be Part A, Part B, General Hazmat, Cargo Tank and Other Bulk. There will be no more details provided in other CVSP sections.

**Part 1 Section 4 - MCSAP Structure**

Please review your State’s MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	LOUISIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	151
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	144
Traffic Enforcement Activities	144
Investigations*	17
Public Education and Awareness	13
Data Collection and Reporting	10
* 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:	
Total # of MCSAP Participating Personnel:	

## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

## Part 2 Section 2 - CMV Crash Reduction

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

### Trend Analysis for 2017 - 2021

#### 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 **Number of 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** relate to each other and 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
  - In the **Actual 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

**ALL CMV CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	131	94	114
01/01/2020	12/31/2020	95	94	89
01/01/2019	12/31/2019	99	92	90
01/01/2018	12/31/2018	104	92	94
01/01/2017	12/31/2017	109	80	96

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2021	12/31/2021	3	2	3
01/01/2020	12/31/2020	5	2	5
01/01/2019	12/31/2019	5	2	5
01/01/2018	12/31/2018	5	1	4
01/01/2017	12/31/2017	1	1	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			
01/01/2021	12/31/2021	1	1	1
01/01/2020	12/31/2020	1	1	1
01/01/2019	12/31/2019	2	1	1
01/01/2018	12/31/2018	1	1	1
01/01/2017	12/31/2017	2	1	1

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

Dr. Helmut Schneider, Ph.D. - LSU Highway Safety Research Group, Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2018, May 2019. FY 2023 Update: Dr. Helmut Schneider, Ph.D. - LSU Center for Analytics and Research in Transportation Safety , Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2021, April 2022.

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

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

**FY 2023 Update:**

In 2021, the total number of reported CMV crashes increased by 13% compared to 2020.

We are still experiencing an increase in the amount of CMV traffic on the roadway due to an expanding economy. We continue to have an increase in work zone activities on the interstate and state highways.

**Narrative Overview for FY 2023 - 2025**

**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.**

**FY 2025 Update:**

The Louisiana State University Center for Analytics & Research (CARTS) reported in 2023, the total number of reported CMV crashes decreased by 4.09% compared to 2022. The number of fatal CMV crashes decreased from 103 in 2022 to 98 in 2023, a decrease of 4.85%. The number of suspected injury CMV crashes also decreased from 2,143 to 2,045 during the same period, a decrease of 4.57%.

Wednesday and Thursday have been identified as the days of the week when most CMV crashes occur (see Table 1). The times of the day with the most fatalities are 0700-0800 and 1600-1700 (see Table 2).

Table 1

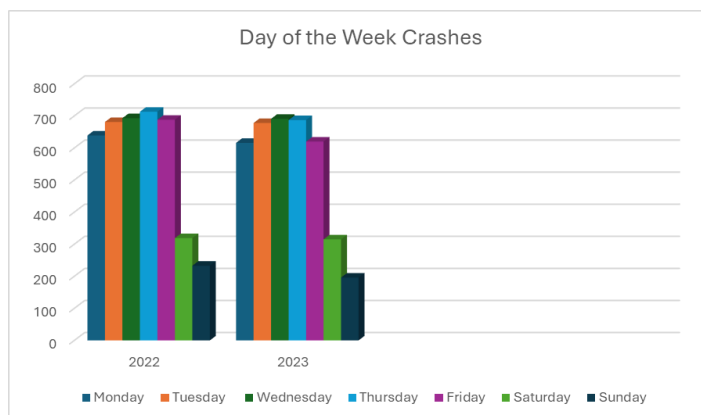


Table 2

Times			
	2022	2023	Total
12 - 01 A.M.	2	3	5
01 - 02 A.M.	3	3	6
02 - 03 A.M.	3	2	5
03 - 04 A.M.	4	3	7
04 - 05 A.M.	2	6	8
05 - 06 A.M.	2	3	5
06 - 07 A.M.	3	4	7
07 - 08 A.M.	9	7	16
08 - 09 A.M.	3	7	10
09 - 10 A.M.	2	3	5
10 - 11 A.M.	9	4	13
11 - 12 P.M.	4	6	10
12 - 01 P.M.	2	3	5
01 - 02 P.M.	6	2	8
02 - 03 P.M.	4	3	7
03 - 04 P.M.	5	9	14
04 - 05 P.M.	7	9	16
05 - 06 P.M.	6	3	9
06 - 07 P.M.	5	2	7
07 - 08 P.M.	7	3	10
08 - 09 P.M.	1	1	2
09 - 10 P.M.	9	6	15
10 - 11 P.M.	2	3	5
11 - 12 A.M.	3	3	6

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

FY 2025 Update: Cory Hutchinson, Ph.D. and Helmut Schneider, Ph.D. with Louisiana State University, Center for Analytics & Research in Transportation Safety (CARTS), Commercial Vehicle Safety in Louisiana, An Analysis of Truck Crashes for 2023, May 21, 2024.

**Projected Goal for FY 2023 - 2025:**

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2023	5
2024	5
2025	5

FY 2025 Update: LSP had a 7.55% decrease in crashes in 2022 and a decrease of 4.09% in 2023 which is the latest data. It appears we will meet a 15% total crash reduction goal. LSP has quarterly meetings with OMV, CARTS, DOTD, and other stakeholders to plan activities to enhance driver and vehicle inspections, traffic enforcement, compliance reviews/investigations, interventions, new entrant safety audits, public education, data quality, PRISM, and ITD projects. The collaboration with these partners has so far allowed us to achieve the most significant reduction in CMV crashes. Every option possible will be utilized to meet the 15% goal.

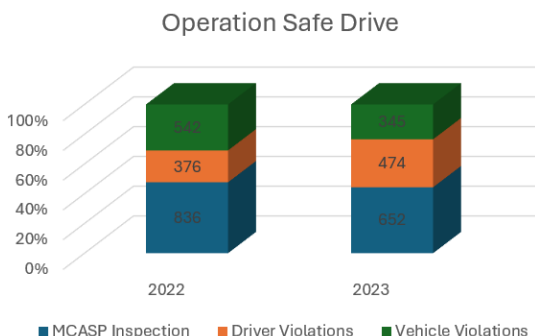
**Program Activities for FY 2023 - 2025: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.**

**FY 2025 Update:**

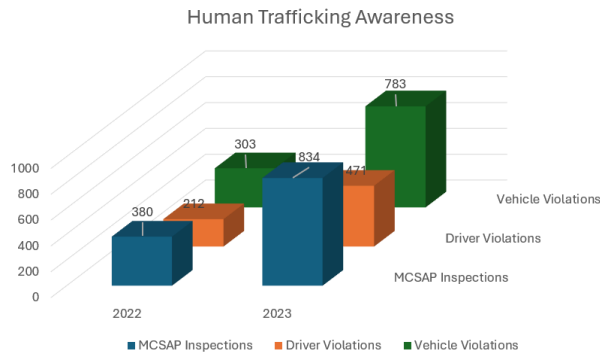
LSP engages in various strike forces throughout the year, each with a specific focus. These operations range from increased traffic enforcement involving CMVs with and without inspections to non-CMV traffic enforcement using data from CARTS, LADOTD, USDOT Strategic Plan, and NRSS to target high crash corridors. Special attention is given to vulnerable road users and construction work zones, including areas within five miles of a work zone. Hazardous materials enforcement is intensified in regions identified by CARTS, incorporating FMCSA's updated National HM Program Plan to address high-risk areas known for increased incidents of fatalities, injuries, and significant property damage. Emphasis is also placed on vehicle inspection enforcement, particularly brake safety. Driver violations are still the cause of CMV-related fatalities. According to the CVSA, issues with brakes and brake systems account for half of all out-of-service violations for CMVs. Additionally, LSP conducts enforcement actions targeting human trafficking, smuggling, and drug interdiction in tandem with CMV inspections.

LSP is involved in the Safe Drive initiative, which targets driver violations and aims to reduce unsafe driving behaviors. This operation is carried out four times annually, with a potential fifth enforcement wave. The initiative collaborates with other southeastern states for this enforcement effort.

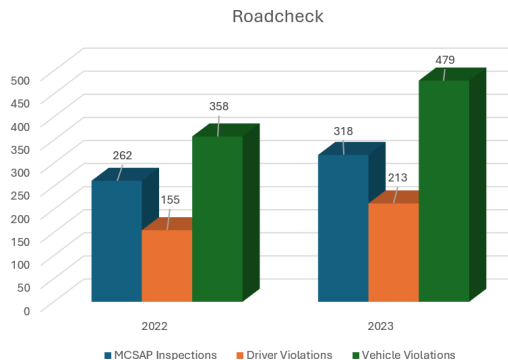
LSP participates in the Operation Safe Driver program, which aims to reduce unsafe driving behaviors through education on proper road-sharing techniques. The initiative targets the hazardous practices of both passenger and commercial vehicle drivers, educates young individuals on safely sharing the road with large trucks and buses, offers training and awareness programs for commercial drivers, and improves the overall understanding of the public on how to navigate safely around commercial vehicles.



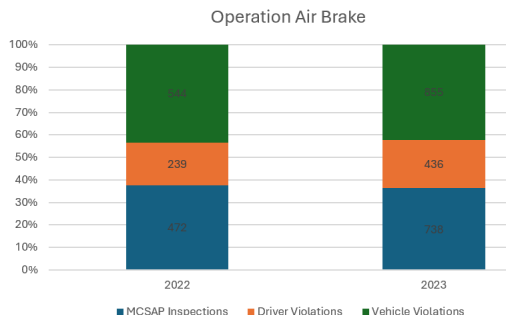
LSP participates in Human Trafficking Prevention. This initiative seeks to reduce human trafficking throughout the United States through coordinated enforcement and investigative and educational awareness measures within the commercial motor vehicle industry.



LSP participates in International Roadcheck. International Roadcheck is for MCSAP inspectors to conduct compliance, enforcement, and educational initiatives targeted at motor carrier, vehicle, and driver safety elements.



LSP participates in Operation Airbrake. Operation Airbrake aims to reduce the number of highway crashes caused by faulty braking systems on commercial motor vehicles by conducting roadside inspections and educating drivers, mechanics, owner-operators, and others on the importance of proper brake inspection, maintenance, and operation.



LSP conducts its own quarterly work zone details. Our Troops work a construction zone detail on I-20 every day. This work zone prohibits CMVs from entering. The project is anticipated to be completed in late 2025. From January 1, 2024, to July 31, 2024, LSP Troop Personnel has written 2,137 CMV TE citations without an inspection.

LSP aims to supplement regular duty enforcement with approximately 6,000 hours of overtime enforcement, which should produce approximately 4,500 inspections/violations. LSP was awarded a Human Trafficking HP Grant, which is 100% dedicated to enforcement.

Louisiana's current crash reporting system can not determine crashes with commercial motor vehicles with a GVWR between 10,001 lbs to 14,000 lbs. The system only recognizes 10,001 lbs to 26,000 lbs or anything greater than 26,000 lbs. This is also why we can't participate in the Crash Causal Factor Program. Louisiana crash reports follow the Model Minimum Uniform Crash Criteria (MMUC) standard [Model Minimum Uniform Crash Criteria | NHTSA](#). At this time, the state has no plans to change its MMUC standards. LSP's support of the USDOT National Roadway Safety strategy and the Strategic Plan will remain the same.

**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.**

**FY 2025 Update:**



**CMV Dashboard Portal**

In 2023, the total number of reported CMV crashes decreased by 4.09% compared to 2022. The number of fatal CMV crashes decreased from 103 in 2022 to 98 in 2023, a decrease of 4.85%. The number of suspected injury CMV crashes also decreased from 2,143 to 2,045 during the same period, a decrease of 4.57%. LSP has multiple ways to measure our progress toward the FMCSA mission of reducing large truck and bus crashes. Crash data provided by CARTS is monitored by LSP administrative staff and supervisors [CARTS \(lsu.edu\)](http://CARTS.lsu.edu). CARTS has provided LSP with a CMV dashboard that displays our roadside inspections in conjunction with CMV crashes. This portal can show where Louisiana is having CMV crashes in conjunction with the locations where our inspections are conducted. Crash data is a week to two weeks behind. CARTS is working with LSP to initiate real-time inspection data when LSP transitions to SafeSpect around the start of FY 2025. Performance measures will also be based on data from the USDOT strategic plan, NRSS, A&I, the number of roadside inspections conducted, traffic enforcement with an inspection, and traffic enforcement without an inspection. LSP no longer uses MCSAP funds for non-CMV enforcement due to an MCSAP program review finding of not meeting the minimal planned safety activities. Although MCSAP funds are not being used, LSP is committed to funding non-CMV enforcement using State funds. After completing each regular shift or overtime detail, these statistics are transferred on a daily reporting form. This information is reported quarterly through MCSAP quarterly reporting.

**Part 2 Section 3 - Roadside Inspections**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

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

**Trend Analysis for 2017 - 2021**

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	9824	8603	7368	6180	8752
Level 2: Walk-Around	26697	20666	17158	19231	26915
Level 3: Driver-Only	20341	13319	9998	20169	17359
Level 4: Special Inspections	9	1	32	52	133
Level 5: Vehicle-Only	68	48	30	63	53
Level 6: Radioactive Materials	0	0	0	0	1
<b>Total</b>	<b>56939</b>	<b>42637</b>	<b>34586</b>	<b>45695</b>	<b>53213</b>

**Narrative Overview for FY 2023 - 2025**

**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 the roadside inspection application name(s) (e.g., SafeSpect) used by the State.**

FY 2025 Update: We are currently using Aspen to conduct roadside inspections. LSP has completed SafeSpect training for all NAS-certified inspectors. We have been working with the SafeSpect developers to correct issues with our state violations. Once we have corrected the issues, we anticipate fully implementing SafeSpect for our roadside inspections at the start of FY 2025.

**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.**

**FY 2025 Update:**



**(LSP MCSAP Trooper Conducting an Inspection)**

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

LSP will utilize mobile weight enforcement at locations other than fixed-weight facilities to ensure overloaded CMVs (including intermodal vehicles) are not operating on Louisiana highways, particularly those in disrepair, placing motorists in danger. This includes those CMVs that are missing GVWR information. This frequently occurs, as the stickers are removed or painted over, allowing unqualified (non-CDL) drivers to operate a CMV requiring a CDL driver. The appropriate level NAS inspection is conducted with all mobile weight enforcement activities. LSP Mobile Weight Enforcement Unit is funded through state dollars in an agreement with Louisiana DOTD. Size and weight activities will only be funded through MCSAP when done in conjunction with in or near seaports where intermodal shipping containers enter and exit the United States (Ports of New Orleans, Baton Rouge, Lake Charles, Morgan City, Gramercy, and Shreveport).

LSP enforces the registration requirements and financial responsibilities identified in 49 CFR 350.201(s) 1 and 2 during all roadside inspections. LSP has a strict policy requiring all inspectors to check the carrier's operating authority and financial responsibility requirements during every inspection and enforce Federal OOS orders. Inspectors will utilize Query Central to verify all status checks. Upon verification, any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority will be placed out of service. In addition, inspectors are also required to check driver's license status and Drug and Alcohol status on all CMV drivers during every stop. Any driver operating a CMV without a valid driver's license of the proper class required will be placed out of service until the violation is corrected.

LSP will continue to work with the CARTS, LADOTD, and the USDOT Strategic Plan and the NRSS to ensure that enforcement efforts are directed toward high-crash corridors, as dictated by statistical data as well as trends that develop in different areas across the state. Region Lieutenants and Sergeants will work together to identify "problem areas" in their respective regions and will continually direct enforcement efforts to those areas.

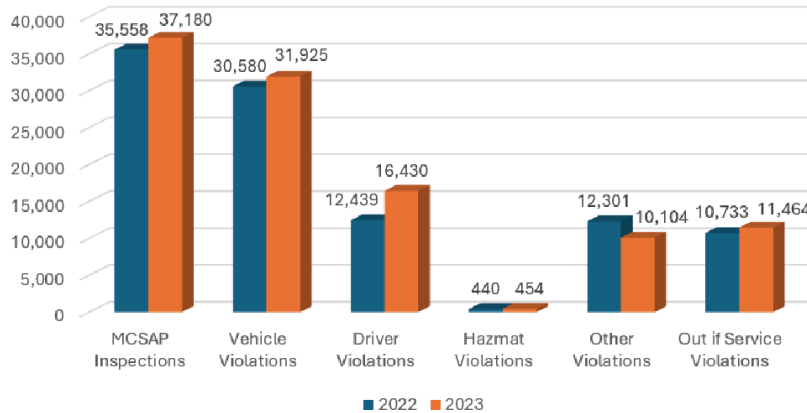


**(LSP MCSAP Supervisor Meeting)**

LSP has fifty-nine (59) full-time NAS-certified inspectors who perform roadside inspections in conjunction with other enforcement activities. Additional support is provided by sixty-five (65) NAS-certified inspectors who support roadside inspection efforts, primarily on an overtime basis. We have increased our staffing by five (5) since completing the 2024 eCVSP. We currently have eighteen (18) roadside enforcement vacancies. These vacancies are attributed to retirement, promotions, and other job opportunities outside of LSP. Current LSP staffing levels are low throughout the department. We attempted to certify LSP Patrol Troopers in Parts A and B, as stated in the 2024 eCVSP, to assist in roadside inspections but are unable because of staffing at the Troop. Although our staffing levels are low, we will continue to attempt to meet our roadside inspection goals.

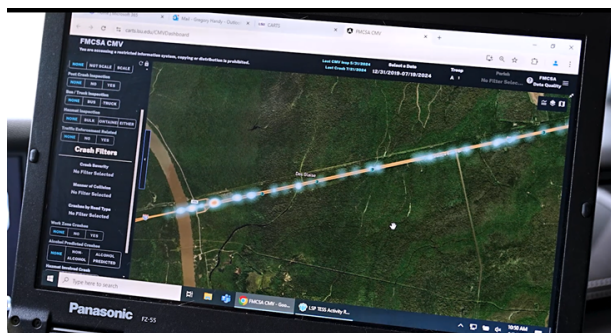
LSP had a National Program Review this year. We found that we were not performing enough planned safety activities, particularly roadside inspections. As part of the corrective action plan, full-time MCSAP inspectors will have an expectation of six (6) roadside inspections a day. Supervisors will perform one (1) roadside inspection a day. We have increased our overtime allotment per pay period to generate more inspections. Even though supervisors will be performing inspections, this will not impact their data quality efforts or crash reduction monitoring.

**Roadside Inspections**



We have increased our inspections from FY 2022 to FY 2023 by 4.56%. We are using the CARTS CMV dashboard portal to identify areas of concern throughout the state. The portal displays the locations where Louisiana is having CMV crashes in conjunction with where our inspections are being conducted. Once we transition to SafeSpect, we will work with CARTS to upload inspection data in real-time instead of the current process. The current process consists of putting a month's worth of CMV inspections on a jump drive and then physically bringing it to CARTS to upload. This current process causes crash data to be about 1-2 weeks behind. Our regional supervisors continue to monitor trends and make enforcement adjustments accordingly.

**CMV Dashboard Portal  
(Heat Map of Crashes)**



### **Migrant Worker Transportation**

According to the American Immigration Council, Louisiana is home to a sizable immigrant population. About 4.2 percent of the state's residents are foreign-born, and 1.8 percent of its U.S.-born residents live with at least one immigrant parent. Immigrants make up 5.3 percent of Louisiana's labor force and support the state's economy in many ways. They account for 10.7 percent of entrepreneurs, 8.3 percent of STEM workers, and 13.5 percent of the construction workforce in the state. There is still no data suggesting Louisiana has a crash problem with the transportation of migrant workers; we remain focused on the continued decrease in bus crashes and enforcement in the agricultural areas to ensure the safety of migrant workers. If data shows migrant worker transportation is becoming an issue in Louisiana, we will plan accordingly to increase inspections, outreach, and investigations.

[Immigrants in Louisiana - American Immigration Council](#)

### **ERODS Utilization**

Per CARTS, careless operation (operator error, speeding, and driver distraction) and failure to yield violations accounted for most violations of the CMV driver in fatal crashes for 2022 and 2023. The highest manner of collision for CMV fatalities was rear-end collisions. There were 29 fatal rear-end collisions in 2022 and 28 in 2023. We will continue to maintain a focus on improving driver behavior by increasing our level III inspections by more than the current 33% and decreasing our level I's by less than the current 25%. Driver behavior is the leading crash causation when the CMV is at fault. Since 2022 and 2023, we have found a correlation between our increased traffic enforcement with an inspection and our CMV crash reduction. The level III inspections will focus on hours of service, driver fatigue, impairment, distracted and unqualified drivers. Per A&I from the DART report, LSP Electronic Record of Duty Status (ERODS) utilization for FY 2023 is 90.31%.

### **Post-Crash Inspections**

LSP is sending several personnel to the Florida Highway Patrol post-crash inspection course in Orlando, FL, January 6-17, 2025. LSP has inspectors who were trained by the Florida Highway Patrol previously and have been grandfathered in since the approval of the CVSA post-crash curriculum began. LSP has post-crash equipment located in each region of the state. LSP Troops request LSP MCSAP inspectors to assist when CMV serious injury or fatalities occur. LSP looked into the CCFP as indicated in 2024 eCVSP. Our current crash reporting system can't determine crashes with commercial motor vehicles with a GVWR between 10,001 lbs to 14,000 lbs. The system only recognizes 10,001 lbs to 26,000 lbs or anything greater than 26,000 lbs. Therefore we will not be able to participate.

### **Rural Transportation Networks Inspections**

Per the USDOT Strategic Plan, promoting safe behaviors and improving travel safety for vulnerable road users, children, and the elderly is a strategy to protect urban and rural communities. Per NRSS, traffic crashes are a leading cause of death for teenagers in America and disproportionately impact people who are Black, American Indian, and live in rural communities. One major factor that explains the difference in fatality rates is whether a particular state is predominantly rural or urban. Nationwide, the rural fatality rate is approximately two times higher than the urban fatality rate. Per CARTS, 61.0% of fatal CMV crashes and 52.6% of all CMV crashes occur in rural areas. Rural roads make up the majority of the roadway sections in Louisiana. Now, the distinction between urban and rural roadways is important because the two roadway designations typically serve freight traffic differently. Louisiana crash report does not indicate if a crash was urban or rural besides the city code, which is not a reliable indicator. CARTS data shows fatal CMV crashes on state roads decreased by 1 from 2022 to 2023, fatal CMV crashes on interstates increased by 4 or 13.79%, and fatal CMV crashes on US Highways decreased by 6 or 42.86%. Injury crashes during the same period decreased by 8.88% on interstates and increased by 8.47% on US Highways and 5.52% on state roads.

### **CMV Rural Crashes by Highway Type 2023**

HIGHWAY TYPE	FATAL CRASHES			INJURY CRASHES			PDO			TOTAL		
	2023 CRASH	2022 CRASH	DIFFERENCE	2023 CRASH	2022 CRASH	DIFFERENCE	2023 CRASH	2022 CRASH	DIFFERENCE	2023 CRASH	2022 CRASH	DIFFERENCE
INTERSTATE	33	29	13.79%	308	338	-8.88%	552	433	-18.71%	693	800	-13.38%
US HIGHWAY	8	14	-42.86%	192	177	8.47%	116	141	-17.73%	316	332	-4.82%
STATE ROAD	31	32	-3.13%	440	417	5.52%	326	374	-12.83%	797	823	-3.16%
PARISH ROAD	1	1	0.00%	131	129	1.55%	115	96	19.79%	247	226	9.29%
CITY/LOCAL ROADS	0	2		0	11		0	9		0	22	
ALL ROADWAYS	73	78	-6.41%	1,071	1,072	-0.09%	909	1,053	-13.68%	2053	2203	-6.81%
% Interstates	45.21%	37.18%	8.02%	28.78%	31.52%	-2.77%	38.72%	41.12%	-2.40%	33.76%	36.31%	-2.56%
% US	10.96%	17.95%	-6.99%	17.93%	16.51%	1.42%	12.76%	13.39%	-0.63%	15.39%	15.07%	0.32%
% State	42.47%	41.03%	1.44%	41.08%	38.90%	2.18%	35.86%	35.52%	0.35%	38.82%	37.56%	1.46%
% State, US, & Interstate	98.63%	96.15%	2.48%	87.77%	86.94%	0.83%	87.55%	90.03%	-2.68%	87.97%	88.74%	-0.77%

LSP has identified 4 areas considered Rural by definition from The Rural Opportunities to Use Transportation for Economic Success (ROUTES). Our state's definition of rural is different from Routes. Previously, in the 2024 eCVSP, our personnel faced challenges when doing roadside inspections on what Routes defines as rural. Safe locations to conduct inspections ([Truck crashes into U.S. 167 traffic stop, killing Dubach police officer | North Louisiana | magnoliareporter.com](#)) and inspectors impeding the flow of commerce from locals who repeatedly use the same routes transporting agriculture products to mills were the factors. Also, locals face challenges in transporting goods on our roadways (see Bridge complaint in the Louisiana State Freight Plan).

### Louisiana State Freight Plan

#### Bridges

Louisiana has over 12,000 bridges. As such, unplanned bridge closures or restrictions can significantly inhibit freight mobility. This is especially true in rural areas where a single bridge could provide critical access to a major freight facility or generator. The forestry industry highlighted this issue as a major concern.

Bridge limitations particularly impact oversized and overweight trucks. One stakeholder highlighted that their overweight shipments are forced to use the Bayou Ramous Bridge (LA 182), which is temporarily restricted to one lane after a barge strike (Figure 59). While US 90 would be an alternative for most trucks, it is restricted for oversized and overweight loads because it is on the National Truck Network.

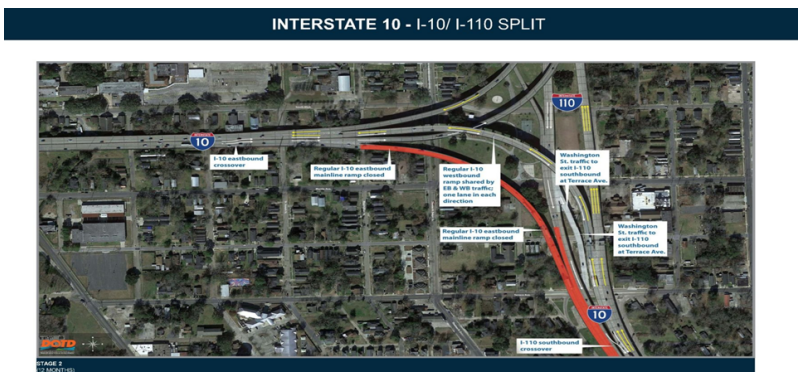
Figure 59: Bayou Ramous Bridge Strike



Source: NTSB

Baton Rouge is considered rural by ROUTES. Baton Rouge has the highest CMV crashes in the State. Traditional enforcement is impossible due to construction and traffic density (see Heat Map).

### Heat Map



The activities LSP will focus on include safety talks with the industries that use rural road routes. LSP has established partnerships with the Louisiana Motor Transport Association, the Louisiana Logger's Association, the Louisiana Forestry Association, and the American Sugar Cane League of the U.S.A. When safe locations are available, we will conduct driver/vehicle inspections and cite the proper driver and vehicle violation statutes.

### Human Trafficking

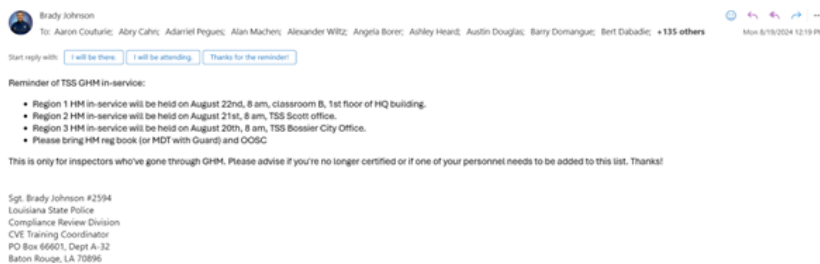
Our inspectors maintain a high awareness of criminal activity, particularly Human Trafficking. We have included TAT educational material as part of our safety talks and posted educational pamphlets at stationary scales and truck stops throughout the state. We have also added the TAT contact information as part of the documents given to every driver after each inspection. Human Trafficking will continue to be a top

priority for LSP. LSP has quarterly in-service training to emphasize the importance of this issue and will continue to distribute Human Trafficking educational material to maintain outreach to the community; click link [➡ \(4\) Facebook](#).

**Hazardous Materials Inspections**

LSP has seen a decrease in hazardous material crashes from 180 in 2022 to 87 in 2023 per CARTS data. Available data from SafetyNet and quarterly reports indicate that LSP is below the 10% hazmat OOS rate. If LSP exceeds the 10% hazmat OOS rate, we will attempt to increase our inspections on hazmat motor carriers in intrastate operations having a high hazardous material OOS rate and or crash basic alert status through hazmat inspections.

LSP personnel have been trained in the procedures for encountering the presence of undeclared HM. We have quarterly hazmat in-service training every year. The training was held on August 20-22, 2024.



We have a General Hazmat class being taught by our instructors coming up this fall. As we get new inspectors, we try to get all of them hazmat certified to increase our hazmat inspections.

**Projected Goals for FY 2023 - 2025**

**Instructions for Projected Goals:**

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2025, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

**MCSAP Lead Agency**

**Lead Agency is:** LOUISIANA STATE POLICE

**Enter the total number of certified personnel in the Lead agency:** 124

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12600	500	125	13225	25.14%
Level 2: Walk-Around	19400	1900	0	21300	40.49%
Level 3: Driver-Only	18000	0	80	18080	34.37%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>50000</b>	<b>2400</b>	<b>205</b>	<b>52605</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 2025 - 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 Subrecipients</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2025:	

**Summary**

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
<b>MCSAP Lead Agency: LOUISIANA STATE POLICE</b>					
<b># certified personnel: 124</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies:</b>					
<b># certified personnel:</b>					
<b># projected inspections:</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12600	500	125	13225	25.14%
Level 2: Walk-Around	19400	1900	0	21300	40.49%
Level 3: Driver-Only	18000	0	80	18080	34.37%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>50000</b>	<b>2400</b>	<b>205</b>	<b>52605</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.

**Note:** The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	52700	0	0	52700
Enter total number of certified personnel	138	0	0	138
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	53000	0	0	53000
Enter total number of certified personnel	138	0	0	138

**Part 2 Section 4 - Investigations**

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2017 - 2021**

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)			1	1	1
CSA Off-Site					
CSA On-Site Focused/Focused CR	24	25	61	49	34
CSA On-Site Comprehensive	60	78	73	99	88
<b>Total Investigations</b>	<b>84</b>	<b>103</b>	<b>135</b>	<b>149</b>	<b>123</b>
Total Security Contact Reviews		5	7	5	4
Total Terminal Investigations		1		1	1

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	0	0	2	2	0
CSA On-Site Comprehensive	46	23	26	25	35
<b>Total Investigations</b>	<b>46</b>	<b>23</b>	<b>28</b>	<b>27</b>	<b>35</b>
Total Security Contact Reviews				1	4
Total Terminal Investigations					

**Narrative Overview for FY 2023 - 2025**

**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 2023 - 2025**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	35	0	35	0	35	0
CSA On-Site Comprehensive	90	38	90	38	90	38
<b>Total Investigations</b>	<b>125</b>	<b>38</b>	<b>125</b>	<b>38</b>	<b>125</b>	<b>38</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

FY 2025 Update: LSP projections have changed due to lack of personnel. LSP created three new investigator positions that will allow us to rehire recently retired NAS-certified Troopers back to conduct CR safety activities. LSP plans to send two supervisors to a certification course in November 2024. LSP Investigators still perform CSA investigations approximately 75% of the time. About 15% of the time they will conduct safety talks to carriers and schools, emphasizing on targeting new drivers, and having meetings with CARTS and LADOTD. Approximately 10% will be for driver/vehicle inspections.

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

**FY 2025 Update:**



**(FMCSA and LSP Compliance Review Staff at Training)**

Per our National Program Review, we did not meet our goal of 163 investigations for FY 2023. If staffing is allowed, in the future, we will attempt to increase the number of interstate carrier investigations by 20%. LSP currently has four full-time commissioned investigators, one part-time commissioned investigator, and four part-time non-commissioned investigators who conduct interstate and intrastate carrier investigations. We have created three new investigator positions that will allow us to rehire recently retired NAS-certified Troopers back to conduct CR safety activities. LSP plans to send two supervisors to a certification course in November 2024.

LSP investigators carry out investigations based on public complaints, MCSAP roadside inspections, SMS BASIC alerts, crash data, post-crash inspections, and investigations. LSP focuses on high-risk carriers, utilizing SMS data on carriers who have not undergone an intervention or those who are subject to a complaint or request following a fatal crash. The FMCSA Louisiana division office collaborates with LSP to devise a thorough strategy to address high-risk carriers.

Since the adoption of the relevant FMCSR, LSP has been active in enforcing hazardous materials safety permits as outlined in subpart E of part 385, ensuring carriers possess the necessary permits during investigations. LSP investigators are developing strategies to enhance the identification and supervision of hazardous material safety permit (HMSP) carriers, both interstate and intrastate, within their investigations. Targeted efforts will be directed at hazmat motor carriers that are identified as either possessing or requiring an HMSP, based on investigative findings.

Available data from SafetyNet and quarterly reports from 10/1/22 - 9/30/23 display LSP below the 10% hazmat OOS rate. Louisiana hazardous material crashes have decreased from 180 in 2022 to 87 in 2023, per CARTS data. If LSP exceeds the 10% hazmat OOS rate, we will put a special emphasis on hazmat motor carriers in intrastate operations that have high hazardous material OOS rates and crash basic alert status through hazmat investigations if staffing allows.

LSP does not have MCSAP inspectors certified to conduct Cargo Tank Facility Reviews (CTFR). If the staffing level increases, LSP may consider sending MCSAP inspectors to the CTFR school.

***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.***

**FY 2025 Update:**

Performance metrics will be determined by the number of CSA Investigations carried out. LSP administrative staff will oversee all activities using all available FMCSA programs. All quantitative and qualitative progress shall be documented and reported quarterly via MCSAP reports.

**Part 2 Section 5 - Traffic Enforcement**

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Trend Analysis for 2017 - 2021**

**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		
01/01/2021	12/31/2021	4424	5415
01/01/2020	12/31/2020	3365	4316
01/01/2019	12/31/2019	7336	8359
01/01/2018	12/31/2018	8379	9500
01/01/2017	12/31/2017	12005	13297

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

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

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

FMCSA MCMIS data snapshot, as of 06/28/2019 FY2023: FMCSA A&I data snapshot, as of 07/11/2022

### **Narrative Overview for FY 2023 - 2025**

#### **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](#).*

#### **FY 2025 Update:**



**(LSP Performing Traffic Enforcement)**

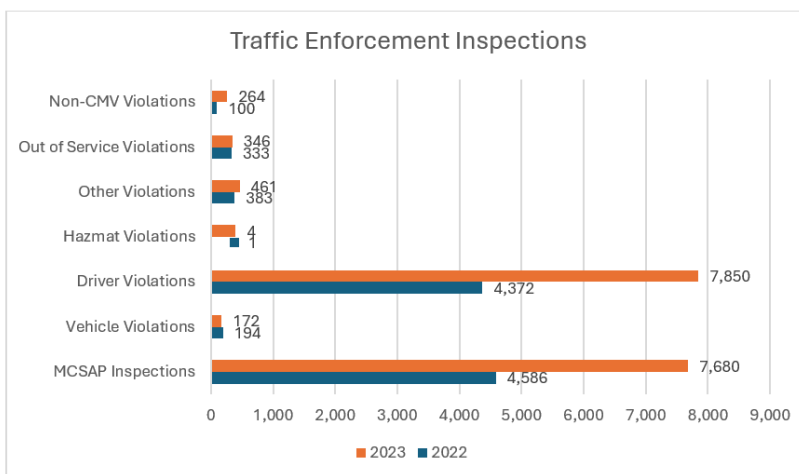
LSP aims to improve CMV compliance with the FMCSR, protect infrastructure on state and federal highways, and attempt a five Percent (5%) reduction in CMV-involved crashes through multiple enforcement and non-enforcement activities. LSP hopes to improve CMV safety through aggressive traffic enforcement on CMV and non-CMV violators in high crash corridors and emphasizing work zones to include locations within 5 miles before and after work zones and other areas as crash-reduction statistics indicate using data from CARTS, A&I, USDOT Strategic Plan and NRSS. Also, LSP plans to be highly visible in areas where enforcement is not feasible due to traffic congestion (being seen). Enforcement selection during the optimum days and times will be identified by CARTS and other current roadway issues that arise from existing roadway or traffic conditions.

Per NRSS, a majority of serious and fatal crashes include at least one human behavioral issue as a contributing factor. People in motor vehicles not wearing seat belts, driving while impaired by alcohol, and speeding are the three most frequent and persistent factors. Traffic enforcement specifically focused on dangerous driving behavior, including impaired driving, speeding, distracted driving, and failure to wear seat belts, remains critical to saving lives, preventing injuries, and reducing traffic crashes, and should be accompanied by educational tools and outreach efforts.

Per CARTS, in 2023, the total number of reported CMV crashes decreased by 4.09% compared to 2022. The number of fatal CMV crashes decreased from 103 in 2022 to 98 in 2023, a decrease of 4.85%. The number of suspected injury CMV crashes also decreased from 2,143 to 2,045 during the same period, a decrease of 4.57%. The percentage of CMV drivers in fatal crashes cited for a violation (driver actions) increased slightly from 35.5% to 35.7% from 2022 to 2023. Operating a motor vehicle in an inattentive, careless, negligent, or erratic manner were the most frequent violation. Operating a motor

vehicle in an inattentive, careless, negligent, or erratic manner made up 57.50% of all CMV driver violations in fatal crashes and 27.20% in all crashes. Other violations with relatively high occurrence rates were failed to yield right-of-way and failed to keep in proper lane with 11.89% and 11.12% in all crashes. For fatal CMV crashes, CMV drivers cited for either exceeding speed limit, racing, or too fast for conditions accounted for 13.40%.

Per A&I, LSP has increased traffic enforcement with an inspection from FY 2022 – FY 2023 by 56%. LSP personnel use Stalker Radars and Lidars to determine the excessive speed. We have begun to use our Air Support Unit. They use aircraft speed detection devices for motor vehicles. We have increased commercial motor vehicle highly visible traffic enforcement by at least 10% against risky driver behavior focused on high crash locations in an effort to deter aggressive driving behaviors of both CMV and non-CMV drivers. Due to our National Program Review, we do not use MCSAP funding for non-CMV enforcement. All non-CMV enforcement is funded with State funds. Traffic enforcement will target Drug and Alcohol Clearinghouse (DACH) violations with an emphasis on increasing Prohibited Operations identified by 15%, Federal Out of Service carriers identified and detained by 10%, seatbelt violations, and those moving violations that have been identified as major contributing factors in fatality and injury crashes: these include Failure to Yield, Driving Left of Center, Disregard for Traffic Control, Careless Operation, Following Too Close, Exceeding Posted or Safe Speed, Driver Fatigue and Texting / Using Hand-Held Mobile Telephone Device While Operating a CMV. LSP was not able to obtain its FY 2023 DACH rate. Our FY 2022 DACH rate was 107.75%. If our catch rate is below the national average of 85% when the document becomes available. We will have quarterly training with inspectors to remind them to check every CMV driver through the DACH.

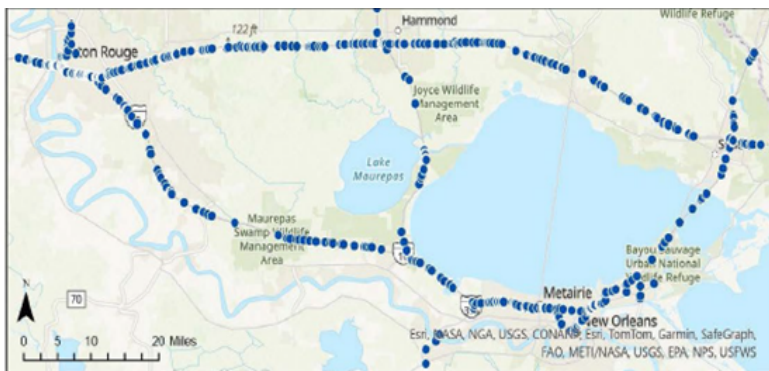


LSP personnel are certified in detecting impaired driving. Personnel must attend a 24-hour Standardized Field Sobriety course that teaches how to recognize driver impairment. All commissioned inspectors are certified operators of the Intoxilyzer 9000 instrument that determines alcohol content in the breath. This instrument is strategically located in different areas of the state. There is a mandatory recertification every two years for the Intoxilyzer 9000. Any impaired drivers detected during proactive enforcement will be handled according to Louisiana Driver Impairment Laws. Any drivers deemed not impaired but may exhibit fatigue will be handled accordingly. CMV drivers will be placed Out of Service (OOS) for fatigue and impairment.

Per CARTS data, during FY 2023, 32.44% of all CMV crashes in Louisiana occurred on interstates, 30.99% occurred on state highways, and 18.04% occurred on U.S. highways. In 2022, the respective percentages were 35.05%, 31.27%, and 17.68%. From 2022 to 2023, the number of fatal interstate CMV crashes increased from 38 to 42. U.S. highways saw a decrease from 20 to 16, and state highways saw also decreased from 38 to 35. Thus, the 4.85% decrease in CMV fatal crashes was due to the decrease of fatal CMV crashes on U.S. highways and state highways

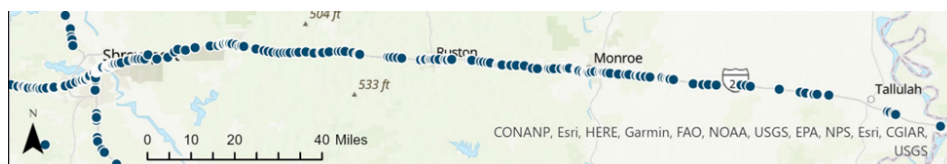
The Interstate 10/12 Corridor includes 16 parishes, and these parishes accounted for 50.51% of fatal, 61.99% of injury, and 69.81% of PDO CMV crashes in 2023. The corridor includes Interstates 10, 110, 310, 610, 12, 55, and parts of 59. The major US Highways along the corridor are US 90, US 190, and US 61.

**CMV Crashes in Interstates 10/12 Corridor**



The Interstate 20 corridor includes 10 parishes. The three parishes (Caddo, Ouachita, and Bossier) account for 11.83% of all commercial vehicle crashes in 2023. This corridor includes Interstate 20, 220, and parts of Interstate 49. The major US highways along the corridor are 61, 65, 71, 80, 165, and 167.

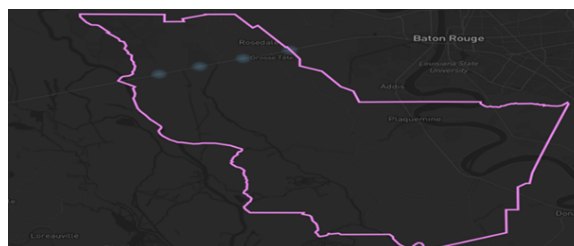
**Interstate 20 Corridor**



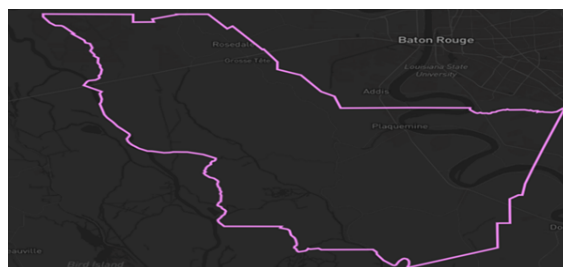
In reviewing the data, LSP has identified interstates 10,12,55,49, and 20 as high crash corridors. LSP has quarterly traffic enforcement details throughout the state on regular duty and overtime. These details are Safe Drive, which is conducted four times a year for three days with an option of a fifth time around Thanksgiving and Christmas. Operation Safe Driver is conducted for five days once a year. For FY 2023, we conducted 7,680 traffic enforcement inspections. We exceeded the 5,000 traffic enforcement inspections projected in the 2024 eCVSP.

Safe Drive Enforcement video → [\(4\) Facebook](#).

**CMV Crashes On I-10 in Iberville Parish Before Safe Drive Enforcement**



**Safe Drive Enforcement On I-10 in Iberville Parish Afterwards**

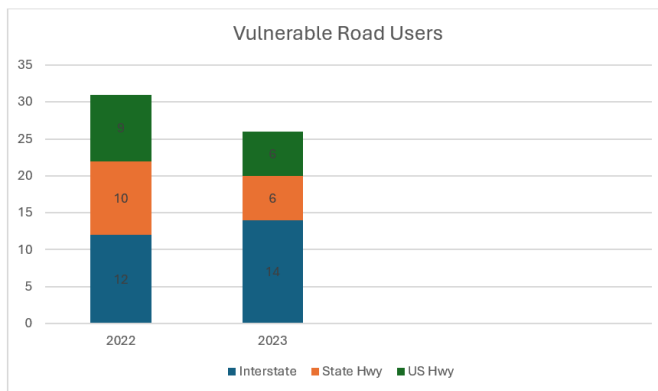


**Vulnerable Road Users**

Per the USDOT strategic plan, about one in five road fatalities are vulnerable road users—people on foot, on bikes or scooters, or in wheelchairs. Among those vulnerable road users, people of color and low-income communities are the hardest hit. The fatality rate for Native Americans is five times that of white pedestrians. For Black pedestrians, the fatality rate is two times higher.

Vulnerable road users are a concern for LSP. Vulnerable road users can legally travel on State and US highways, but interstate travel is prohibited. Louisiana public transportation services do not serve every small town or rural community due to resources and financial restraints. Vulnerable road users in small/rural communities will try to take the easiest routes to get to work, health care, and other essential services, which leads them onto the interstate. Vulnerable road users should be able to travel on State and US Highways without fear of being struck by CMVs and non-CMV. In the future, BIL monies will be used to benefit rural communities and support the transportation system.

In conjunction with Safe Drive and Operation Safe Driver, emergency vehicles can be placed in the proximity of vulnerable road users. Both details are held on the interstates, which CARTS shows we have the most crashes with vulnerable road users.



**Equitable Enforcement Practices**

In support of the President's January 20, 2021, Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985), LSP driver/vehicle inspections and traffic enforcement will have equity-consistent, fair, just, and impartial treatment of all people as its foundation. Inspections/Traffic enforcement are critical to preventing and reducing traffic-related fatalities and injuries. LSP has departmental policies (P.O. 205 Bias-Based Policing) against Bias-Based policing and (P.O. 1106 Enforcement) that require enforcement personnel to capture and report certain statistical information related to traffic stops, including the reason for the stop, as well as the race, gender, age, and state of residence of motorists stopped for traffic violations. To help alleviate Bias-Based policing, the department mandates all LSP personnel to attend Implicit Bias Training. This training is designed to help our employees think about enforcement actions and understand hidden bias. LSP complies with Title VI. Our MCSAP inspectors must read and sign our Title VI memo relating to inspection selection and unbiased policing policies once a year.

**Climate and Sustainability**

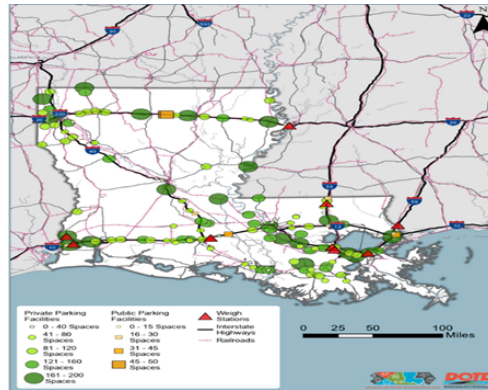
The Louisiana Climate Action Plan Vision is to reduce GHG emissions to limit the impacts of climate change that harm the state's natural and cultural heritage while adapting to maintain Louisiana's position as a world leader in energy, industry, agriculture, and transportation. To adhere to best practices for Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad, LSP personnel are encouraged to shut off engines when conducting stationary project activities, as well as offer CMV drivers an opportunity to shut their engines off if enforcement is taking place at a stationary facility where the driver can come inside to conduct an inspection of his documents. Conducting enforcement details with our Air Units should also help with Climate and Sustainability. These actions have been instituted to reduce carbon emissions.

LSP purchases MCSAP equipment from United States manufacturing and supply chains when available. We always strive to purchase locally. Due to the objectives of Executive Order 14052 on the implementation of IJA/BIL, this is the best practice.

**Truck Parking**

Per the 2024 Louisiana State Freight plan, truck parking facilities are essential to the highway network. They provide drivers with safe, authorized locations to park and meet Federal regulations for hours-of-service, rest breaks, or staging ahead of delivery or pick-up. Louisiana Department of Transportation and Development (DOTD) utilized truck travel pattern data to analyze demand at the 21 public facilities. Of these sites, 11 are at or above capacity during peak hour truck parking demand (midnight – 3 AM), and three are near capacity.

**Truck Parking Capacity**



**Truck Parking Utilization at Public Facilities**



Having sufficient truck parking spaces is essential to safety. From 2017 to 2021, 2,245 crashes were classified as parked crashes and involved trucks, a five-year average of 449 crashes yearly. Of these, 260 crashes happened within 50 feet of interstates, and 9 of those crashes resulted in fatal injuries. To address this issue, DOTD has been working with FHWA and other stakeholders to develop strategies to improve truck parking availability in the state. Some of these strategies include working to expand existing rest areas to provide additional truck parking spaces, identifying and acquiring land for new rest areas along major trucking routes, exploring the potential for public-private partnerships to develop new/expanded truck stops and rest areas, evaluating the feasibility of joining the I-10 Truck Parking Availability System multi-state coalition and support truck parking legislation. LSP also does enforcement and regular safety talks with stakeholders about the challenges of parking and the safety impact it can cause.

**Park Truck Encroaching on Travel Lane In Darkens**



**Projected Goals for FY 2023 - 2025**

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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.

**Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.**

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	4400	5000	5000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	100	100	100
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000	2000	2000

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

**FY 2025 Update:**

We continue to track information provided by CARTS, NRSS USDOT Strategic plan and A&I, along with internal departmental statistics. This information will be reported quarterly through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates and as work zone locations change. Regional supervisors closely monitor the statistical trends in their region and make the proper enforcement adjustments.

## Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

### Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

### Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

**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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

**Enter the agency name responsible for ITD in the State:** Louisiana Department of Transportation and Development

**Enter the agency name responsible for PRISM in the State:** Department of Public Safety, Office of Motor Vehicles

***Narrative Overview for FY 2023 - 2025***

***Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).***

**FY 2025 Update:**

LSP has engaged in discussions with the Office of Motor Vehicles regarding the potential upgrade to Enhanced PRISM. Louisiana adheres to PRISM requirements and is currently classified as "Full Participation." The Office of Motor Vehicles regularly submits quarterly PRISM reports to FMCSA. These reports include but are not limited to, carriers and/or vehicles that have not completed the Biennial update, cases of Imminent Hazard, New Entrant revocations (due to Expedited Action, Failed Audit, or Refusal/no contact), non-payment of fines, and instances of Operating Without Authority or being rated as Unsatisfactory/Unfit.

***Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.***

**FY 2025 Update:**

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

***Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).***

**FY 2025 Update:**

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

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

Please review the description of your State’s public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVV that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Trend Analysis for 2017 - 2021**

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	89	38	37	34	41
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	7	7	7	6	8
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	15	7	7	4	5
Teen Safety Events	0	0	0	0	0

**Narrative Overview for FY 2023 - 2025**

**Performance Objective: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safely initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.**

FY 2025 Update:



LSP engages in various initiatives with the CVSA, FMCSA, and non-profit organizations annually. These initiatives include Unannounced Hazmat Enforcement, Brake Safety Week, Safe Drive, Operation Safe Driver, Truckers Against Trafficking, International Roadcheck, and Human Trafficking Prevention. For outreach, we utilize social media, brochures, wallet cards, and posters across the state. Our informational videos have garnered over 50,000 views.

Safe Drive - [\(4\) Facebook](#)

Brake Safety Week - [\(4\) Facebook](#)

PSA with Mississippi Highway Patrol - [\(4\) Facebook](#)

In collaboration with the LA DOTD, LSP takes part in Work Zone Awareness Week. This nationwide safety campaign aims to raise awareness about the individuals working in work zones throughout the country and to urge motorists to exercise caution while navigating these areas.

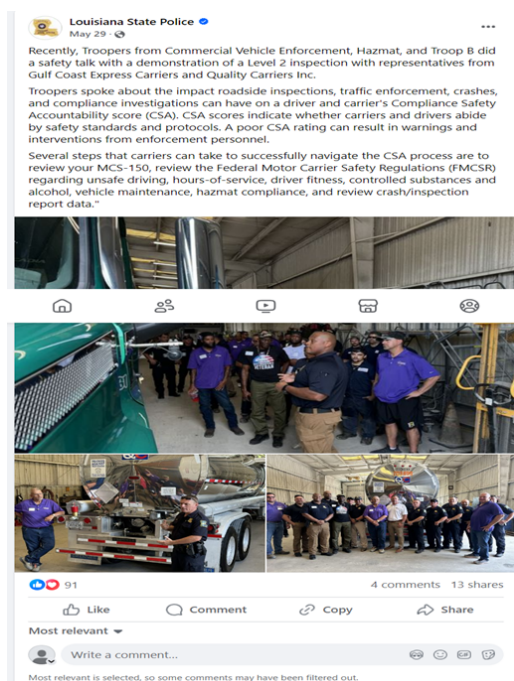
Additionally, LSP collaborates with the Louisiana Governor's Office on Human Trafficking Prevention, recognized in January, and observes Secure Your Load For Roadway Safety Day, which is acknowledged on June 6th.

### Human Trafficking Awareness



LSP employs both MCSAP and non-MCSAP personnel to facilitate outreach programs. Such initiatives encompass safety presentations at educational institutions, local businesses, stakeholder gatherings, and various public functions.

### Safety Talk Gulf Coast Express Carriers



LSP collaborates with LA DOTD, LA OMV, and other law enforcement agencies to alert and educate the public and road users about ongoing issues impacting everyone's safety and well-being. Following each inspection, CMV drivers receive a document containing contact details to report any suspicious activities related to Human Trafficking. Education and outreach efforts are aligned with current work zone safety concerns, ensuring timely communication about upcoming road projects and conditions that may contribute to accidents involving both CMVs and non-CMV's, whether due to construction, maintenance of national infrastructure, or adverse weather conditions.

**Projected Goals for FY 2023 - 2025**

**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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	40	45	50
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	5	5	5
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	10	15	20
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	5	5	5

**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.**

**FY 2025 Update:**

Performance metrics will be determined by the number of educational and outreach activities carried out, as well as the attendance figures. MCSAP administrative staff will oversee all activities. LSP administrative staff will record all quantitative and qualitative advancements and report them quarterly via MCSAP Quarterly Reporting.

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

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

**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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

**Enter the agency name responsible for Data Quality:** Louisiana State Police

**Enter the agency or agencies name responsible for DataQs:** Louisiana State Police

**Enter the agency name responsible for the Crash Data Repository:** Louisiana State Police

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

FY 2025 Update: A&I online data snapshot July 26, 2024

**Narrative Overview for FY 2023 - 2025**

**Problem Statement Narrative:** Describe any issues encountered for all SSDQ measures not rated as “Good/Green” in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

**FY 2025 Update:**

Over the last several years, Lotus Notes has sometimes become inoperative, which hinders our ability to monitor our inspection performance and approve Aspen reports. The way Lotus Notes works is once our inspectors submit an Aspen report, it is transferred to the OMDTserve folder, ThinkStream, Movelt, and then to Lotus Notes. The Aspen report is also copied into the SafetyNet server for inspection upload. Within Lotus Notes, a supervisor checks and approves the report for completeness, timeliness, VIN accuracy, consistency, and civil penalty assessment. LSP ensures consistent, effective, and reasonable civil penalties that do not exceed FMCSR's fine schedule. After supervisor approval, the report goes to clerical staff that monitors the approval database. Clerical staff will recheck the report for completeness, timeliness, VIN accuracy, consistency, and civil penalty assessment. At this point, the Aspen report has been approved, and Lotus Notes generates a letter that is sent to carriers and drivers if violations have been documented on the Aspen report. Any driver violations are also sent to the Louisiana Office of Motor Vehicle, which shares driver's license information by uploading CDL records to CDLIS.

We are working on a new system to enhance our data collection and data quality efforts. For two years, the Louisiana Division of Administration Office of Planning and Budget has yet to approve funding in the LSP budget to replace the system. We continue to take an aggressive approach to request more state funding to replace Lotus Notes. Even though we are trying to update our system, Louisiana's Good/Green status with SSDQ ratings has not been impacted.

***Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.***

**FY 2025 Update:**

Louisiana maintains a "Good" or "Green" status across all safety data quality elements. LSP will persist in monitoring SSDQ measures, utilizing the "leading indicator" in A&I Online, to guarantee that Louisiana upholds a "Good" rating in every category. LSP MCSAP administrative and clerical staff will keep conducting at least quarterly meetings and maintain regular communication with CARTS to ensure that crash and inspection reporting consistently stays at or near 100% across all categories.

***Program Activities FY 2023 - 2025: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***

**FY 2025 Update:**

LSP currently follows the common practices recommended by FMCSA guidelines when processing inspection-related RDRs. After each inspection, drivers or motor carriers will receive a Notice to Motor Carrier letter. The Notice to Motor Carrier gives information about the responsibilities of the driver and motor carrier and how to contest any violation or data discrepancy. If a violation occurred that was documented on a driver/vehicle inspection or traffic enforcement with an inspection, a Notice of Violation letter will be generated. You can request an administrative hearing or RDR.

If a request for RDR is made, we have full-time and part-time Data Q analysts who monitor the Data Q portal. Data Q analysts can also give information by phone on requesting an RDR. Data Q analysts will consider the evidence the driver or motor carrier provides. The investigation process has a goal of completion within 10 days after they have been submitted.

If our inspection data is deficient, Safetynet personnel can correct it before an administrative hearing. If evidence suggests a properly documented violation, the driver or motor carrier can request a hearing, and an administrative law judge can rule.

LSP also follows the common practices recommended by the FMCSA guidelines when processing crash-related RDRs. If a request for RDR is made, we have full-time and part-time Data Q analysts who monitor the Data Q portal. Data Q analysts can also give information by phone on requesting an RDR. Data Q analysts will consider the evidence the driver or motor carrier provides. The investigation process has a goal of completion within 10 days after they have been submitted. If we have a dispute in crash data, our Data Q analyst will turn the information to the Data Quality specialist for review. The specialist will contact the police agency that generated the crash report for review. If the crash data is incorrect, the specialist will contact SafetyNet personnel to make corrections.

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

**FY 2025 Update:**

Our Data Q and Data Quality staff attend FMCSA webinars quarterly to stay updated. This team includes retired Troopers which are knowledgeable about the FMCSA mission and skilled in FMCSR. LSP will persist in monitoring SSDQ measures, utilizing the "leading indicator" in A&I Online, to maintain Louisiana's "Good" rating across all categories. Additionally, LSP

MCSAP administrative and clerical staff will sustain at least quarterly meetings and ongoing communication with CARTS to keep crash and inspection reporting at or close to 100% in all categories.

**Part 2 Section 9 - New Entrant Safety Audits**

Please review the agency responsible for conducting New Entrant activities and the description of your State’s strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting “yes,” make sure there are changes to be made as once selected, this answer cannot be changed.

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.207.) A State may conduct intrastate New Entrant safety audits at the State’s discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

Note: 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 checked="" 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 checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" 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 2017 - 2021**

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	390	441	454	433	392
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>390</b>	<b>441</b>	<b>454</b>	<b>433</b>	<b>392</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 2023 - 2025**

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website (NEWS)</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/26/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	436
Current Number of Past Dues	0

**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:** Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

**Projected Goals for FY 2023 - 2025**

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	100	0	100	0	100	0
# of Safety Audits (Offsite)	550	0	575	0	600	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>650</b>	<b>0</b>	<b>675</b>	<b>0</b>	<b>700</b>	<b>0</b>
# of Non-Audit Resolutions	200	0	225	0	275	0

**Strategies:** Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

**FY 2025 Update:**



**(New Entrant Meeting With Several States)**

The LSP New Entrant Program is comprised of nine civilian auditors strategically located throughout the state. These auditors are 100% dedicated to the NESAs program and provide educational and technical assistance on safety and the operational requirements of the Federal Motor Carrier Safety Regulations (FMCSRs) and Federal Hazardous Materials Regulations (HMRs) to all new Louisiana interstate motor carriers. LSP has streamlined to operate as efficiently as possible while maintaining quality. LSP will continue to operate in this manner while providing quality education and assistance to new motor carriers. Group Audits may also be conducted if needed to assist in managing high inventory levels. Louisiana has not had a past due safety audit in several months. We will continue to address any past due safety audits in a timely manner. The state does not perform Intrastate safety audits at this time.

Per MCMIS, in FY 2023, LSP performed 550 safety audits. We did not achieve our safety audit goal. This is due to a decrease in New Entrant Motor Carriers following the post-Covid-19 pandemic increase. Those exiting the program due to status change or inactivation often attribute rising insurance costs as the primary reason for halting operations.

The 2024 eCVSP mentioned a planned auditor position, being filled by a retired Trooper. The auditor came on board, has completed training, and now is performing NESAs. The auditor who retired when submitting the 2024 eCVSP has been trained and is now performing audits. LSP does not have enough overdue audits to try to reduce past dues by 20%. If we see an increase in past due audits, we will attempt to do more safety audits if the current staffing level allows it.

***Activity Plan for FY 2023 - 2025: 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.***

**FY 2025 Update:**

Conduct an average of seven (7) safety audits/exits per month, per safety auditor, for a total of 756 audits/exits. Louisiana continues to see a decline in the number of New Entrant Motor Carriers after the post-Covid-19 pandemic surge. New Entrant carriers who leave the program through change of status or inactivation cite rising insurance costs as the main reason for ceasing operations.

This target includes failed audits, revocations, in-activations, and safety audits reclassified as Compliance Reviews. Auditors will maintain NAS Level 1 or 2 Certification by conducting the required amount of driver/vehicle inspections necessary to maintain certification.

***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.***

**FY 2025 Update:**

LSP will oversee FMCSA risk-based criteria to identify potential investigation targets. Should high-risk carriers be detected through the Safety Measurement System (SMS), appropriate measures will be taken to enhance the removal of such high-risk entities from operation by 15%, contingent upon the availability of current staff.

**Part 3 - National Emphasis Areas and State Specific Objectives****Part 3 Section 1 - Overview**

*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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.*

*States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.*

*Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).*

**Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

*The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.*

**Your State’s FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%**

*Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024*

**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 IH or UNSAT/UNFIT 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 3 - Passenger Carrier Enforcement**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

**Check this box if:**

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

**Narrative Overview for FY 2023 - 2025**

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

FY 2025 Update:



Passenger carrier crashes are detailed in the Table titled as Table 14 below. This data was compiled by our longtime crash data partner, CARTS.

According to these statistics, there were 4 Large Bus crashes in 2023 compared to 48 such crashes in 2022. This data indicates a very large reduction (91.66%). There were no fatal crashes involving Large Buses in 2023, a 100% reduction as compared to 2022 when there was 1 fatal crash with no bus passengers killed. The data indicates 3 injury crashes involving Large Buses in 2023 as compared to 33 such crashes in 2022, a 91% decrease. A total of 14 passengers were injured inside the bus in Large Bus crashes in 2023 compared to 54 injuries in 2022, a 74% decrease.

The data for Small Bus Crashes indicates 25 crashes for 2023 as compared to 22 such crashes in 2022. This represents a 13.63% increase. In 2023, there was 1 fatal crash involving a small bus (resulting in 1 person killed

inside the bus), a 100% increase compared to 2022, when there were no passengers killed in the only fatal crash that year. There were 20 injury crashes involving Small Buses in 2023 compared to 16 in 2022, a 25% increase. Thirty-six passengers were injured in 2023 compared to 26 injured in 2022, a 38.46% increase.

There were 182 School Bus crashes in 2023 as compared to 171 such crashes in 2022, a 6.43% increase. There were 2 fatal crashes involving School Buses in 2023 as compared to 4 such crashes in 2022, a 50% reduction. No occupants of the School Buses were killed in the crash in 2023 or 2022. There were 107 injury crashes involving School Buses in 2023 as compared to 103 in 2022, a 3.88% increase. The state was unable to conduct traffic enforcement along routes with high concentrations of motor coach traffic due to the prohibition on en-route passenger vehicle inspections.

The state did not conduct any destination inspections as planned. In discussions with staff at the casinos around the state concerning scheduling destination inspections, the state learned that motor coaches are not coming to the casinos in large numbers as in the past. We learned that older passengers apparently are not taking motor coaches to the casinos in the large numbers as in the past due to being concerned about exposure to Covid-19 in the close confines of coaches. Attendance is down due to the economy. To provide as much quality motor coach inspection time as possible, multiple terminal inspection details were conducted. The state has conducted 103 terminal inspections for FY 2023. The state has conducted 4 onsite New Entrant Safety Audits in this same period. New passenger carrier numbers are low just as are all other new motor carriers since the passing of the post-Covid19 surge. Many carriers are not going into business due to the economy, along with the high cost of passenger vehicles and liability insurance. A total of 0 Investigations have been conducted during FY 2023.

LSP conducted outreach to the passenger carriage industry this year by producing a high quality video demonstrating a motor coach inspection, click video [\(4\) Facebook](#). Through a partnership with LSP Public Affairs, the video was posted to social media. Safety topics were discussed with motor coach carriers and drivers while the troopers were present at terminals conducting terminal inspections. As part of the activities associated with the High Priority Grant awarded to LSP for Human Trafficking interdiction, we are preparing to conduct an outreach campaign to train motor coach drivers in recognizing Human Trafficking. We will partner with them to distribute outreach materials to passengers who travel on their vehicles as they board the coach. We believe they are more likely to read the material while on-board rather than after they disembark.

Table 14: CMV Bus Crashes in 2022-2023

Year		Count	SCHOOL BUS	SMALL BUS	LARGE BUS	TOTAL
2023	Bus Crash	Number of Crashes	182	25	4	211
		Number of Fatal Crashes	2	1	0	3
		Number Total Killed Inside Bus	0	1	0	1
		Number Injury Crashes	107	20	3	130
		Number Injured Inside Bus	350	36	14	400
2022	Bus Crash	Number of Crashes	171	22	48	241
		Number of Fatal Crashes	4	1	1	6
		Number Total Killed Inside Bus	0	0	0	0
		Number Injury Crashes	103	16	33	152
		Number Injured Inside Bus	242	26	54	322

**Projected Goals for FY 2023 - 2025: Enter the performance goal for the three-year CVSP period for the State’s passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2023, 2024 and 2025 must also be included.**

**FY 2025 Update:**

Per CARTS, the number of passenger carrier crashes decreased from 241 in FY 2022 to 211 in FY 2023 which is a 12.44% decrease. We exceeded our goal of a 5% decrease and will strive to make another 5% decrease.

**Program Activities for FY 2023 - 2025: Provide additional information regarding how these activities will be implemented.**

**FY 2025 Update:**

Allocate overtime hours to bolster regular enforcement duties, focusing on motor coaches and other passenger carriers, particularly "low fare" or "curbside" operators, and in regions frequented by migrant worker transport. Implement traffic enforcement aimed at motor coaches on high traffic routes for passenger carriers. Execute at least eight destination inspections, specifically targeting motor coaches and passenger carriers, including "low fare" or "curbside" services. Maintain involvement in National Passenger Carrier Strike Force Activities, with heightened scrutiny on "Party Bus" inspections and enforcement. Participate in training for Enhanced Investigations of Passenger Carriers as it becomes accessible.

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

**FY 2025 Update:**

Performance metrics will be determined by the number of destination inspections completed, the number of passenger carrier inspections carried out, the number of violations recorded, and crash statistics. All progress, whether quantitative or qualitative, will be documented quarterly via MCSAP reporting. Crash data will be monitored using information supplied by CARTS.

<b>Part 3 Section 4 - State Specific Objectives – Past</b>
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No updates are required for this section.

**Instructions:**

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

**Progress Report on State Specific Objectives(s) from the FY 2022 CVSP**

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

## Activity #1

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

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

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

Reduce the number of CMV crashes involving the transportation of Hazardous Material by 15% (18), from 124 to 106, and reduce HM Fatal Crashes by 25% (1), from 5 to 4, by December 31, 2019. FY 2023 Update: Reduce the number of CMV crashes involving the transportation of Hazardous Material by 15%, from 83 to 70, and reduce HM Fatal Crashes by 25% (1), from 3 to 2, by December 31, 2022.

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

Total HM carrier Crashes CY 2019 to date: 65 Total HM carrier Fatal Crashes CY 2019 to date: 0 FY 2023 Update: Total HM carrier Crashes CY 2022 to date: 19 Total HM carrier Fatal Crashes CY 2022 to date: 0

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

Baseline established on CY 2017 results (123 crashes). The amount of HM crashes decreased 22% (27) in 2018, to (96), while HM Fatal Crashes decreased 40% (2), to 3. We have achieved all of the stated goals from the FY 2019 CVSP, and we will continue enforcement through roadside inspections, carrier investigations, and public outreach/education. FY2023 Update: Baseline established on CY 2021 results (84 crashes). The amount of HM crashes decreased 7% (6) in 2021, to (78), while HM Fatal Crashes decreased 25% (4), to 3. We have achieved all of the stated goals from the FY 2021 CVSP, and we will continue enforcement through roadside inspections, carrier investigations, and public outreach/education.

## Activity #2

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

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

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

Reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% (4), from 15 to 11, by December 31, 2018. FFY2023 Update: The number of CVM fatality crashes in work zones increased from 11 in 2020 to 16 in 2021. Our goal is to reduce the amount of CMV fatal crashes within work zones (to include the 5 miles prior to work zones) by 25% (4), from 16 to 12, by December 31, 2022.

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

Total fatal crashes within work zones in CY 2022 to date: 0

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

Baseline established on CY 2017 results (15 crashes). There was an increase of 1 work zone fatal crashes during 2018, from 15 to 16. During the same period, there was a significant increase in work zones across the state on the interstate system. FY 2023 Update: Baseline established on CY 2021 results (16 crashes). There was an increase of 7 work zone fatal crashes during 2021, from 16 to 23. During the same period, there was a significant increase in work zones across the state on the interstate system

**Part 3 Section 5 - State Specific Objectives – Future**

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

- Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2025" before adding my changes in the narrative section and then click "Save" to save the changes.**
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

**Instructions:**

*The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO 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 human trafficking/smuggling initiatives, work zone safety details, 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 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.*

**State Objective #1**

**Enter the title of your State-Identified Objective.**

FY 2025 Update: Work Zone Safety: Reduce work zone accidents by enhancing traffic enforcement in these areas, in addition to managing the congestion-related "queues."  
 HAZMAT Enforcement: Increase HAZMAT inspections/enforcement to reduce HAZMAT crashes in high crash areas.

**Narrative Overview for FY 2023 - 2025**

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

FY 2025 Update: Per CARTS, the number of fatal CMV crashes in work zones decreased from 10 to 4 from 2021 to 2022. For 2022 to 2023, that number remains at 4. DOTD does not have work zone areas identifiable on the new base map. Therefore, we are unable to calculate DOTD identified work zone crashes and crashes within a 5 mile approach. Per CARTS, Over the past 5 years, from 2019 to 2023, on average, about 12.9% of crashes involving hazardous material resulted in a release of the hazardous material. This percentage is 11.5% in 2023. The interstates accounted for 38.68% of all crashes involving hazardous materials in 2023. Specifically, Interstate 10 accounts for 46.34% of all hazardous material crashes on interstates in 2023. US highways account for 27.36% of all hazardous material crashes in 2023, with US 90 and US 190 accounting for 50.00% of hazardous material crashes on US highways. State highways accounted for 27.36% of all hazardous crashes in 2023. On average, 18.60% involve corrosive material, 22.10% involve gasses (gas and gases toxic by inhalation ), and 38.38% involve flammable Material (liquids, gases & solids). The remaining percentages are various chemicals

**Projected Goals for FY 2023 - 2025:**

**Enter performance goal.**

FY 2025 Update: Since work zone fatalities stayed the same at 4, LSP goal is to reduce from 4 to 2 (50%). Reduce the amount of CMV hazmat crashes by 5%.

**Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.**

FY 2025 Update: LSP aims to enhance CMV safety by intensifying traffic enforcement for both CMV and non-CMV vehicles in work zones. LSP officers will utilize Stalker Radars

and Lidars to monitor and address speeding within these areas. Both marked and unmarked vehicles will be deployed strategically in work zones. When possible, the LSP Air Support Unit, equipped with aerial speed detection tools, will be utilized. Furthermore, Louisiana enforces a specific statute targeting excessive speeding in work zones when workers are present. The objective is to conduct a minimum of eight enforcement operations annually in and around work zones, contingent on available personnel. Additionally, we will disseminate safe driving guidelines to CMV operators during safety briefings, with a focus on work zone traffic safety. Information from FHWA can be added to the briefings Commercial Motor Vehicle (CMV) Safety in Work Zones - FHWA Work Zone (dot.gov). Continuing public and carrier education are critical to our goal of reducing the number and severity of CMV-involved crashes. LSP believes that the use of social media is a very important way to reach motor carriers, drivers, and the public. Social media has become the modern version of the daily newspaper. More and more people get their news and information through social media than from any other source. LSP has gone all in on this initiative. The LSP CVE Unit has partnered with the LSP Public Affairs Unit and the LSP Training Academy along with its video production personnel to produce videos aimed at educating the trucking industry and the public on the importance of highway safety and sharing the road. Professionally produced videos of a Level II inspection of a cargo tank has been completed and posted to multiple social media sites. LSP personnel will attempt to devise a plan of action to increase proper identification and oversight of hazardous material safety permit (HMSP) carriers identified as interstate and intrastate during roadside inspections and traffic enforcement of distracted and aggressive hazmat drivers. LSP will target hazmat motor carriers identified as holding or needing to hold an HMSP involved in interstate and intrastate thorough investigation. We will coordinate with our Hazmat section for additional staffing. LSP participants in the CVSA Hazmat Blitz every year. We will conduct hazmat enforcement details once a quarter if staffing is allowed.

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

FY 2025 Update: We continue to track information provided by CARTS, A&I, USDOT Strategic Plan and NRSS, along with internal departmental statistics. This information will be reported quarterly through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates and as work zone locations change. Regional supervisors closely monitor the statistical trends in their region and make the proper enforcement adjustments.

## 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 justify 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 2025 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. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,860,963.00	\$361,103.00	\$7,222,066.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,083,310.00
MOE Baseline:	\$1,078,072.00

**Part 4 Section 2 - Personnel**

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

**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.**

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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 prior approval (15% of MCSAP Award Amount):	\$1,083,310.00

 **Warning status**

Overtime Costs budgeted must be equal to or less than 15% of the MCSAP Award (plus \$5 allowed.) Please adjust the spending plan to reflect the allowable amount: \$1,083,310.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
WAE NESA Investigator	9	100.0000	\$54,600.00	\$491,400.00	\$466,830.00	\$24,570.00	\$0.00
Compliance Review Investigators	3	100.0000	\$54,600.00	\$163,800.00	\$155,610.00	\$8,190.00	\$0.00
Admin Coordinator IV	4	100.0000	\$39,936.00	\$159,744.00	\$151,756.80	\$7,987.20	\$0.00
Captain	1	0.0000	\$141,130.00	\$0.00	\$0.00	\$0.00	\$141,130.00
Lieutenant	6	0.0000	\$122,250.00	\$0.00	\$0.00	\$0.00	\$122,250.00
Sergeant	10	0.0000	\$104,330.00	\$0.00	\$0.00	\$0.00	\$104,330.00
Trooper	28	100.0000	\$88,555.00	\$2,479,540.00	\$2,355,563.00	\$123,977.00	\$0.00
Admin Manager I	1	100.0000	\$47,840.00	\$47,840.00	\$45,448.00	\$2,392.00	\$0.00
WAE Admin Coordinator IV	1	100.0000	\$34,940.00	\$34,940.00	\$33,193.00	\$1,747.00	\$0.00
WAE Training/Outreach Coordinator	2	100.0000	\$54,600.00	\$109,200.00	\$103,740.00	\$5,460.00	\$0.00
WAE Data Quality Investigator	3	100.0000	\$54,600.00	\$163,800.00	\$155,610.00	\$8,190.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$3,650,264.00</b>	<b>\$3,467,750.80</b>	<b>\$182,513.20</b>	<b>\$367,710.00</b>
Overtime Project Costs							
MCSAP Personnel	100	100.0000	\$11,500.00	\$1,150,000.00	\$1,092,500.00	\$57,500.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$1,150,000.00</b>	<b>\$1,092,500.00</b>	<b>\$57,500.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$4,800,264.00</b>	<b>\$4,560,250.80</b>	<b>\$240,013.20</b>	<b>\$367,710.00</b>
<b>Accounting Method:</b>	<b>Cash</b>						

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

**FY 2025 Update:**

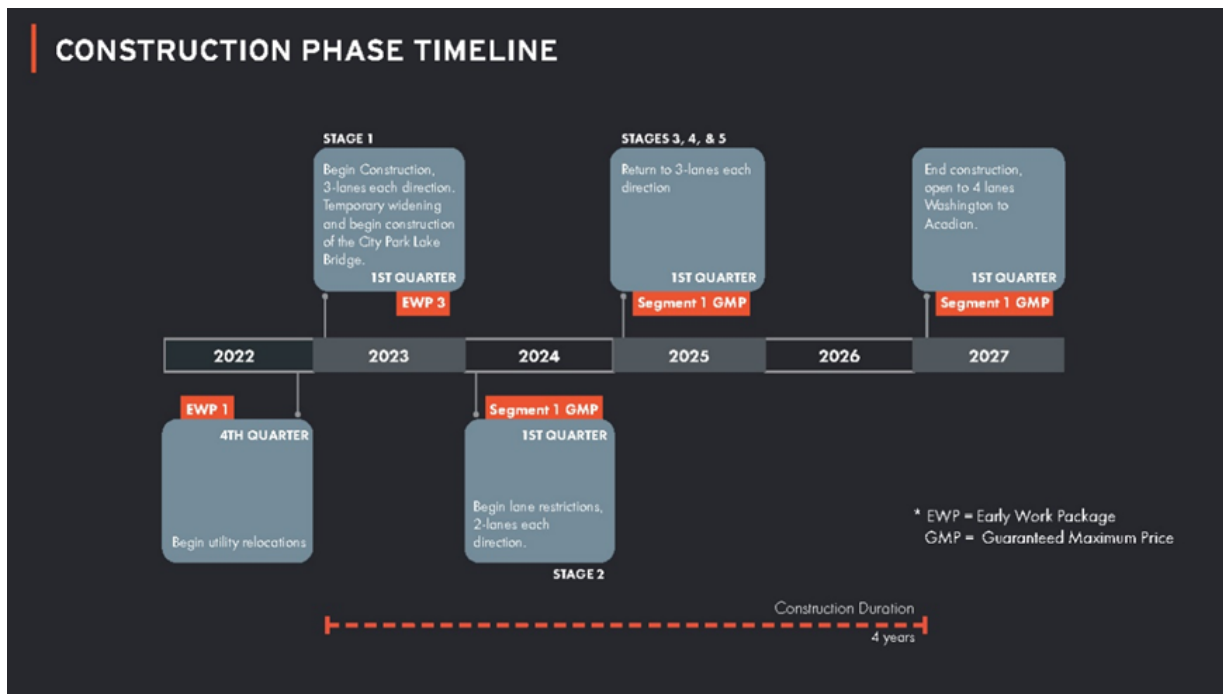
LSP is requesting to be allowed to exceed the 15% overtime policy. Multiple factors play a part in this request. LSP has experienced a tremendous loss of MCSAP personnel. The loss is due to other job opportunities outside of LSP, promotions, retirement, the inability to transfer personnel within the department. We had a National Program Review finding for not meeting the Planned Safety Activities. To increase our inspection numbers, LSP plans to increase the amount of overtime from 48 hours per pay period to 60 hours per pay period. We currently have twenty (22) MCSAP vacancies and expect at least six (6) more in the next few months due to retirement. With the loss of personnel, we have seen a reduction in our projected inspection activity. These factors have made it necessary to increase overtime to keep our crash rate down.

Cadet Class 102 had 40 Troopers graduate, and Cadet Class 103 had 33 Troopers graduate. Cadet Class 104 has nearly 60 cadets with six (6) weeks remaining. Cadet Class 105 begins in October and Cadet Class 106 starts in December. We anticipate filling some vacancies once the graduates complete their field training program.

Since the BIL money has been allocated, Louisiana has seen an increase in work zones. Two of the most significant projects are:

1. On I-10 in Baton Rouge, a 5-year construction project has begun to widen the Mississippi River Bridge. Baton Rouge is located in East Baton Rouge Parish, where we have the most CMV crashes. Per the American Transportation Research Institute (ATRI), Baton Rouge is ranked 29th in bottlenecks (traffic congestion) [Top 100 Truck Bottlenecks – 2024 \(truckingresearch.org\)](#).

**Baton Rouge Construction Timeline**



2. On I-20 in Bossier Parish, a construction project for a major overlay is underway. The project is anticipated to be completed in late 2025. From January 1, 2024, to July 31, 2024, LSP has written 2,137 CMV TE citations without an inspection in this construction zone.



Louisiana will host Super Bowl LIX in New Orleans. This will be the 11th Super Bowl for New Orleans to host. There will be an estimated 125,000 people in New Orleans at that time [New Orleans leaders promise Super Bowl 2025 will be best one yet \(msn.com\)](https://www.msn.com). The most attended event is Mardi Gras which will start in January and end in February. Mardi Gras brings one million (1,000,000) visitors to New Orleans. The main corridor to get to New Orleans is I-10. Also, in New Orleans, are two professional sports teams (Saints and Pelicans). The Saints' season runs from August to January. The Pelicans season runs from October to April.

Baton Rouge has two Universities (Louisiana State University and Southern University) and three (3) Casinos that use I-10 as the main corridor. From September to November, during home football games, estimations could exceed over 100,000 people attending.

Activity projections are calculated based on the anticipation of the additional overtime being approved. The increase in overtime funding should correlate to approximately 6,000 MCSAP activities, including inspections and traffic enforcement. The increased inspections will focus on work zones and aggressive driving. This is a short-term solution to a temporary personnel problem, which we hope to correct by FFY 2025.

Nine (9) Civilian NESAs (WAE) perform New Entrant audits and education state-wide.

Three (3) Civilian CR Investigators (WAE) conduct compliance reviews, investigations and outreach.

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

One (1) State Police Captain that manages the Commercial Enforcement Section.

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

One (1) State Police Lieutenant that manages civil penalty assessment process, SafetyNet and legislative affairs.

One (1) State Police Lieutenant that manages the operations of Compliance Review, training and the New Entrant Safety Audit Program.

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

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

One (1) State Police Sergeant coordinates MCSAP Grants.

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

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

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

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

Four (4) State Police Troopers conduct compliance reviews, investigations, and outreach.

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

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

Two (2) Civilian Training/Public Outreach Coordinators (WAE) handle all issues dealing with training and education, both for inspectors and for the public.

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

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

**Actual Fringe Rate:** a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

**Aggregated Rate:** a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

**Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation**

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

**Fringe Benefit Rate:** 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.

**Base Amount:** The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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
Medicare for Overtime	1.4500	100.0000	\$1,150,000.00	\$16,675.00	\$15,841.25	\$833.75	\$0.00
Uniform Allowance	100.0000	100.0000	\$140,400.00	\$140,400.00	\$133,380.00	\$7,020.00	\$0.00
WAE NESA Investigator	1.4500	100.0000	\$491,400.00	\$7,125.30	\$6,769.04	\$356.26	\$0.00
WAE Admin Coordinator IV	1.4500	100.0000	\$34,940.00	\$506.63	\$481.30	\$25.33	\$0.00
WAE Training/Outreach Coordinator	1.4500	100.0000	\$109,200.00	\$1,583.40	\$1,504.23	\$79.17	\$0.00
WAE Data Quality Investigator	1.4500	100.0000	\$163,800.00	\$2,375.10	\$2,256.35	\$118.75	\$0.00
Compliance Review Investigator	36.1900	100.0000	\$163,800.00	\$59,279.22	\$56,315.26	\$2,963.96	\$0.00
Admin Coordinator IV	36.1900	100.0000	\$159,744.00	\$57,811.35	\$54,920.78	\$2,890.57	\$0.00
Admin Manager 1	36.1900	0.0000	\$47,840.00	\$0.00	\$0.00	\$0.00	\$17,313.29
Captain	72.9500	0.0000	\$141,130.00	\$0.00	\$0.00	\$0.00	\$102,954.33
Lieutenant	72.9500	0.0000	\$733,500.00	\$0.00	\$0.00	\$0.00	\$535,088.25
Sergeant	72.9500	0.0000	\$1,043,300.00	\$0.00	\$0.00	\$0.00	\$761,087.35
Trooper	72.9500	0.0000	\$2,479,540.00	\$0.00	\$0.00	\$0.00	\$1,808,824.43
Medical Insurance	100.0000	100.0000	\$530,000.00	\$530,000.00	\$503,500.00	\$26,500.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$815,756.00</b>	<b>\$774,968.21</b>	<b>\$40,787.79</b>	<b>\$3,225,267.65</b>

***Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.*****FY 2025 Update:**

Medicare for overtime is calculated at 1.45%

Uniform allowance was increased by the Louisiana State Police Commission to \$15 per day worked by commissioned officers, at an average of 208 days worked per year (45 commissioned officers x \$15 day x 208 days) = \$140,400.00

Wage Employees (WAE) are positions which are filled with retired personnel. Medical insurance and retirement is not deducted from their salary, but Medicare is calculated at 1.45%

The current fringe rate for Non-Commissioned personnel is 36.19% and is calculated as follows: Retirement 34.74%, Medicare 1.45%. The current Louisiana State Employees' Retirement System (LASERS) actuarial valuation has been uploaded to "My Documents" for review.

The current fringe rate for Commissioned personnel is 72.95% and is calculated as follows: Retirement 71.5%, Medicare 1.45%. The current Louisiana State Police Retirement System (LSPRS) actuarial valuation has been uploaded to "My Documents" for review.

Medical insurance is budgeted at \$10,000.00 per employee due to the varying medical plan costs. The fringe rate is calculated by multiplying the 53 employee positions receiving the medical insurance benefit. The current Louisiana Office of Group Benefits' official schedule of monthly premium rates has been uploaded to "My Documents" for review.

**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, airfare, lodging, meals, transportation, 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 §200.475](#).

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
Louisiana Inspector Challenge	10	3	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
CVSA/FMCSA Data Quality Workshop	4	4	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
COHMED Conference	2	4	100.0000	\$1,500.00	\$1,425.00	\$75.00	\$0.00
Regional Planning Meeting	2	4	100.0000	\$4,000.00	\$3,800.00	\$200.00	\$0.00
CVSA Workshop	4	4	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
LMTA TDC/Annual Conference	4	4	100.0000	\$6,000.00	\$5,700.00	\$300.00	\$0.00
Safe Drive/Technology Workshop	2	4	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
NAIC	2	5	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
CVSA Annual Conference	5	4	100.0000	\$5,500.00	\$5,225.00	\$275.00	\$0.00
CVSA/MCSAP Training Travel	10	4	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
MCSAP Program Travel	10	1	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
NESA/DQ Program Travel	14	1	100.0000	\$48,600.00	\$46,170.00	\$2,430.00	\$0.00
Unexpected Training and Travel	19	4	100.0000	\$1,900.00	\$1,805.00	\$95.00	\$0.00
FHP Post Crash	6	10	100.0000	\$9,000.00	\$8,550.00	\$450.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$112,500.00</b>	<b>\$106,875.00</b>	<b>\$5,625.00</b>	<b>\$0.00</b>

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

**FY 2025 Update:**

Costs are estimated based on average past travel inclusive of meals, lodging, airfare, etc.

Louisiana Inspector Challenge (Spring 2025)

10 people x \$500.00 each = \$5,000.00

This event is dedicated to recognizing and awarding commercial vehicle inspector excellence. In addition, the winner of this event will participate in NAIC. Each inspector receives training on the latest safety information, technology, standards, and inspection procedures while sharing ideas, techniques, and experiences with other inspectors.

CVSA/FMCSA Data Quality Workshop (Spring 2025)

4 people x \$750.00 = \$3,000.00

COHMED Conference (Winter 2025)

2 people x \$750.00 = 1,500.00

MCSAP CVSP Regional Planning Meeting (Spring 2025)

2 people x \$2,000.00 each = \$4,000.00

CVSA Workshop / FMCSA Leadership Conference (Spring 2025)

4 people x \$1,250.00 each = \$5,000.00

Louisiana Motor Transport Association TDC/Annual Conference  
(Summer 2025)

4 people x \$1500.00 each = \$6,000.00

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

Safe Drive/Technology Workshop (Summer 2025)

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

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

North American Inspectors Competition (NAIC) (Summer 2025)

2 people x 2,500.00 each = \$5,000.00

CVSA Annual Conference (Fall 2025)

5 people x \$1,100.00 each = \$5,500.00

CVSA/MCSAP Training Travel (Throughout the year)

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

Certification training travel costs

MCSAP Program Travel (Throughout the year)

10 people x \$500.00 each = \$5,000.00

NESA/Data Quality Program Travel

Total estimated cost = \$48,600.00

Program travel cost was calculated by obtaining the average miles traveled per month over the past 14 months for each Safety Auditor/DQ Investigator based on actual miles traveled and then multiplied by .67 cents per mile. Average miles traveled = 503 x 12 personnel = 6,036 x 12 months = 72,432 x \$0.67 = \$48,600.00.

Unexpected Training and Travel

19 people x \$100.00 each = \$1,900.00

Training travel costs for unforeseen MCSAP training and travel

FHP Post Crash Course (Winter 2025)

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

**Total Travel Costs = \$112,500.00**

All travel costs must adhere to GSA Per Diem <https://www.gsa.gov/travel/plan-book/per-diem-rates>. We no longer use the state per diem rates that was in our previous policy. (See Attached Louisiana Travel Policy 2024-2025)

Conference fees were taken out of "Travel" expenses and added to "Other Costs" expenses.

**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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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
Scanners	3	\$2,500.00	100	\$7,500.00	\$7,125.00	\$375.00	\$0.00
Desktop Computers	2	\$1,500.00	100	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Mobile Data Terminals	4	\$2,000.00	100	\$8,000.00	\$7,600.00	\$400.00	\$0.00
Radars	4	\$3,250.00	100	\$13,000.00	\$12,350.00	\$650.00	\$0.00
LIDARS	2	\$7,500.00	100	\$15,000.00	\$14,250.00	\$750.00	\$0.00
Vehicles	7	\$71,000.00	100	\$497,000.00	\$472,150.00	\$24,850.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$543,500.00</b>	<b>\$516,325.00</b>	<b>\$27,175.00</b>	<b>\$0.00</b>
<b>Equipment threshold is \$1,000</b>							

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

**FY 2025 Update:**

**Replacement Scanners for MCSAP office personnel:**

Scanning of all MCSAP Related documents  
3 @ \$2,500.00 each = \$7,500.00

**Desktop Computers:**

2 @ \$1,500.00 each = \$3,000.00

**Mobile Data Terminal Repair/Replacement:**

4 @ \$2,000.00 = \$8,000.00

**Radars:**

Replacement for MCSAP Traffic Enforcement  
4 @ \$3,250.00 each = \$13,000.00

**LIDARS:**

Replacement for MCSAP Traffic Enforcement  
2 @ \$7,500.00 each = \$15,000.00

**Vehicles:**

Replacement Units for MCSAP Personnel  
7 @ 71,000.00 each = \$497,000.00

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

**Total Equipment = \$543,500.00**

We purchase Mobile Data Terminals, Desktop Computers, Radars and LIDAR's through contractual agreements. Those costs are negotiated and agreed upon and then a contract is processed between LSP and the vendor. Therefore, the amounts are determined by contractual agreement.

**Part 4 Section 6 - Supplies**

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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
Printers - NESA/Office Personnel	15 Each	\$200.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Office Supplies	1 Year	\$36,967.00	100.0000	\$36,967.00	\$35,118.99	\$1,848.01	\$0.00
Printer Ink Cartridges	1 Year	\$81,000.00	100.0000	\$81,000.00	\$76,950.00	\$4,050.00	\$0.00
Inspection Related Supplies	1 Year	\$15,000.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
HM Enforcer Software	100 Each	\$284.00	100.0000	\$28,400.00	\$26,980.00	\$1,420.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	150 Each	\$50.00	100.0000	\$7,500.00	\$7,125.00	\$375.00	\$0.00
FMCSR/HMR Guides	1 Year	\$11,400.00	100.0000	\$11,400.00	\$10,830.00	\$570.00	\$0.00
Printers - Troopers	30 Each	\$150.00	100.0000	\$4,500.00	\$4,275.00	\$225.00	\$0.00
Replacement Office Furniture	1 Set	\$10,000.00	100.0000	\$10,000.00	\$9,500.00	\$500.00	\$0.00
CVSA Decals	14000 Each	\$0.43	100.0000	\$6,020.00	\$5,719.00	\$301.00	\$0.00
Uniform Related Supplies	1 Year	\$38,000.00	100.0000	\$38,000.00	\$36,100.00	\$1,900.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$241,787.00</b>	<b>\$229,697.99</b>	<b>\$12,089.01</b>	<b>\$0.00</b>

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

**FY 2025 Update:**

**Office Supplies:**

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

For administration of the MCSAP

**\$36,967.00**

**Uniform Related Supplies:**

Uniforms – MCSAP Administrative Staff (LSP regulation)

Replacements as needed @ \$90.00 each set = **\$4,125.00**

Uniforms – Class C (LSP regulation)

Replacements as needed @ \$140.00 each set = **\$4,125.00**

Uniforms – Class B (LSP regulation)

25 x 2 sets @ \$100.00 each set = **\$5,000.00**

Uniforms – Heatgear Shirts (LSP regulation)

50 x 4 each @ \$25 each = **\$5,000.00**

Uniforms – Ballistic Vest Carriers (LSP Regulation)

10 x \$200 each = **\$2,000.00**

Uniforms – Footwear

Replacement footwear for MCSAP certified officers

47 pair @ \$250.00 each = **\$11,750.00**

Uniform Caps – Class B (LSP regulation)

100 x 2 each @ \$20.00 each = **\$4,000.00**

Uniforms – Nylon Web Gear - Class B (LSP regulation)

Includes for each officer: inner belt, web belt, weapon holster, handcuff cases, ammo magazine pouch, chemical spray pouch, knife holder, flashlight holder, latex glove holder, baton holder, portable radio holder, belt keepers, and other equipment holders.

Replacement as needed @ \$200.00 each = **\$2,000.00**

Total Uniform Related Supplies: **\$38,000.00**

**Printer Ink Cartridges:**

To print inspection reports and investigations

1,800 @ \$45 each = **\$81,000.00**

**Inspection Related Supplies:**

Replacement for inspectors as needed

(Creepers, gloves, glasses, chalk, measuring devices, cameras, chocks, etc)

142 officers @ \$105.63 per officer = **\$15,000.00**

**Hazardous Material Trucking Enforcement Software:**

Hazardous Material Enforcement licenses

100 x \$284.00 each = **\$28,400.00**

**CVSA Out-of-Service Criteria Handbook/ Pictorial:**

150 @ \$50.00 each = **\$7,500.00**

**Federal Motor Carrier Safety Regulations Guides:**

150 FMCSR books @ \$20.00 each . . . . . **\$3,000.00**

120 HMR books @ \$70.00 each . . . . . **\$8,400.00**

Total = **\$11,400.00**

**Printers:**

Replacement printers to print ASPEN reports in vehicles

30 printers @ \$150.00 each . . . . . **\$4,500.00**

Replacement printers for MCSAP Office personnel / NESA Personnel

15 @ \$200 each ..... **\$3,000.00**

Total Printers = **\$7,500.00**

**Replacement Office Furniture:**

Replacement desks, chairs, filing cabinets for MCSAP personnel throughout the state.

1 @ \$10,000.00 each = **\$10,000.00**

**CVSA Decals:**

14,000 @ \$0.43 each = **\$6,020.00**

**Total Supplies Cost = \$241,787.00**

The costs for office supplies, uniform related supplies, printer ink, inspection related supplies, printers and replacement furniture are based on historical estimates calculated over the past few years.

The cost for HM Enforcer, CVSA OOS Criteria Handbook, FMCSA Regulation books and CVSA Decals are not estimated cost. These are actual costs provided by the vendor.

**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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

**Note:** Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).

**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 §200.1 Definitions).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Space		Contract	100.0000	\$142,800.00	\$135,660.00	\$7,140.00	\$0.00
Description of Services: Lease for Region 2 and Region 3 Office Spaces							
Xerox/Sharp Electronics		Contract	100.0000	\$6,500.00	\$6,175.00	\$325.00	\$0.00
Description of Services: Copier Rental/Service Contract							
Timothy Bella		Contract	100.0000	\$85,000.00	\$80,750.00	\$4,250.00	\$0.00
Description of Services: Medical Assessments							
Louisiana State University		Contract	100.0000	\$200,000.00	\$190,000.00	\$10,000.00	\$0.00
Description of Services: CMV and HM Crash Data Entry and Analysis							
<b>TOTAL: Contractual and Subaward</b>				<b>\$434,300.00</b>	<b>\$412,585.00</b>	<b>\$21,715.00</b>	<b>\$0.00</b>

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

FY 2025 Update:

**XEROX and Sharp Electronics: \$6,500**

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

**Dr. Bella: \$85,000.00**

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

100 @ \$850.00 each = \$85,000.00

**Louisiana State University: \$200,000.00**

LSP will contract with LSU Highway Safety Research Group to continue input of CMV crash data and analysis of this data for preparation of an annual report used to develop the annual CVSP. This will include the analysis of all Hazardous Materials related transport incidents and crashes, where commercial vehicles were the mode of transportation. Additionally, this analysis will assist in the State's Data Quality Rating improvement/maintenance efforts, as well as aid in directing enforcement efforts based on the changing data. This contract is the continuation of a successful service that began in FFY 2001. LSU UEI number is ECQEYCHRNKJ4.

**Office Space (2 Offices): \$142,800.00**

The leased office space will house Region 2 and 3 MCSAP personnel. The offices will be located strategically throughout the state and are essential for effective enforcement. The offices will allow our MCSAP Personnel to store MCSAP Supplies, conduct MCSAP Administrative Hearings and provide an office for our supervisors to complete their day-to-day operations.

The cost for both offices are not estimated costs. These are the actual costs of the Lease contracts.

**Total Contractual = \$434,300.00**

<b>Part 4 Section 8 - Other Costs</b>
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*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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

**Your State will not claim reimbursement for Indirect Costs.**

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Software Updates	1 Year	\$120,000.00	100.0000	\$120,000.00	\$114,000.00	\$6,000.00	\$0.00
CMV Interdiction Course	1 Year	\$1,000.00	100.0000	\$1,000.00	\$950.00	\$50.00	\$0.00
MCSAP Vehicle Maintenance	1 Year	\$30,000.00	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
MCSAP Vehicle Fuel Costs	1 Year	\$96,759.00	100.0000	\$96,759.00	\$91,921.00	\$4,838.00	\$0.00
Training Costs (Classroom supplies, materials, etc.)	1 Year	\$5,800.00	100.0000	\$5,800.00	\$5,510.00	\$290.00	\$0.00
Public Outreach	1 Year	\$4,100.00	100.0000	\$4,100.00	\$3,895.00	\$205.00	\$0.00
US Postmaster	1 Year	\$1,400.00	100.0000	\$1,400.00	\$1,330.00	\$70.00	\$0.00
CVSA Dues	1 Year	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
Document Destruction	1 Year	\$2,000.00	100.0000	\$2,000.00	\$1,900.00	\$100.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$273,959.00</b>	<b>\$260,261.00</b>	<b>\$13,698.00</b>	<b>\$0.00</b>

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

**FY 2025 Update:**

**MCSAP Software Update:**

The \$120,000 for MCSAP software purchase is for updating the current Lotus Notes system. LSP needs to maintain its current system to utilize Aspen to upload inspections until a decision is made on choosing the proper operating platform that will work best for the switch to SafeSpect. The State of Louisiana's OTS (Office of Technology Services) Division of Administration will be doing the required updates to the system to keep it operational until the switch to SafeSpect.

**CMV Interdiction Course:**

LSP will host CMV Interdiction Course (emphasis on Human Trafficking) at the LSP Training Academy as a follow-up to basic CMV Interdiction Course hosted last year.  
**\$1,000.00**

**MCSAP Fuel and Maintenance**

MCSAP Vehicle Maintenance and Repair \$30,000.00  
**MCSAP Fuel Costs \$96,759.00**

The LSP Fleet Section is in charge of tracking the cost for fuel and maintenance on all **68 MCSAP Units**. LSP used the cost provided by fleet to estimate the requested reimbursement.

**Training Costs:**

Tuition, **conference fees**, classroom supplies, consumables, course material, tuition, etc.  
**\$2,800.00**  
 Louisiana Inspectors Challenge Competition Supplies (Includes misc. inspection supplies/classroom supplies, consumables).  
 \$3,000.00  
**Total Training Costs = \$5,800.00**

**Public Outreach:**

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

The state will continue to support the national CMV safety campaigns listed above, and will work with OMV on new campaigns to combat

human trafficking, through billboards and highway signs, along high crash corridors, in addition to safety talks. This initiative will relay important CMV safety information in an attempt to reduce the number and severity of CMV related crashes and provide education/awareness of human trafficking.

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

**US Postmaster:**

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

**\$1,400.00**

**CVSA Annual Dues:**

**\$12,900.00**

**Document Destruction:**

Industrial on-site shredding of sensitive documents

**\$2,000.00**

**Total Other Expenses Applied to Grant = \$317,200.00**

The cost for CVSA Dues are provided by CVSA. All other cost is based on historical estimates calculate over the past few years.

**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>			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,860,963.00	\$361,103.00	\$7,222,066.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,083,310.00
MOE Baseline:	\$1,078,072.00

<b>Estimated Expenditures</b>				
<b>Personnel</b>				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
WAE NESA Investigator	\$466,830.00	\$24,570.00	\$491,400.00	\$0.00
Compliance Review Investigators	\$155,610.00	\$8,190.00	\$163,800.00	\$0.00
Admin Coordinator IV	\$151,756.80	\$7,987.20	\$159,744.00	\$0.00
Captain	\$0.00	\$0.00	\$0.00	\$141,130.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$122,250.00
Sergeant	\$0.00	\$0.00	\$0.00	\$104,330.00
Trooper	\$2,355,563.00	\$123,977.00	\$2,479,540.00	\$0.00
Admin Manager I	\$45,448.00	\$2,392.00	\$47,840.00	\$0.00
WAE Admin Coordinator IV	\$33,193.00	\$1,747.00	\$34,940.00	\$0.00
WAE Training/Outreach Coordinator	\$103,740.00	\$5,460.00	\$109,200.00	\$0.00
WAE Data Quality Investigator	\$155,610.00	\$8,190.00	\$163,800.00	\$0.00
<b>Salary Subtotal</b>	<b>\$3,467,750.80</b>	<b>\$182,513.20</b>	<b>\$3,650,264.00</b>	<b>\$367,710.00</b>
MCSAP Personnel	\$1,092,500.00	\$57,500.00	\$1,150,000.00	\$0.00
<b>Overtime subtotal</b>	<b>\$1,092,500.00</b>	<b>\$57,500.00</b>	<b>\$1,150,000.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$4,560,250.80</b>	<b>\$240,013.20</b>	<b>\$4,800,264.00</b>	<b>\$367,710.00</b>

<b>Fringe Benefits</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Medicare for Overtime	\$15,841.25	\$833.75	\$16,675.00	\$0.00
Uniform Allowance	\$133,380.00	\$7,020.00	\$140,400.00	\$0.00
WAE NESA Investigator	\$6,769.04	\$356.26	\$7,125.30	\$0.00
WAE Admin Coordinator IV	\$481.30	\$25.33	\$506.63	\$0.00
WAE Training/Outreach Coordinator	\$1,504.23	\$79.17	\$1,583.40	\$0.00
WAE Data Quality Investigator	\$2,256.35	\$118.75	\$2,375.10	\$0.00
Compliance Review Investigator	\$56,315.26	\$2,963.96	\$59,279.22	\$0.00
Admin Coordinator IV	\$54,920.78	\$2,890.57	\$57,811.35	\$0.00
Admin Manager 1	\$0.00	\$0.00	\$0.00	\$17,313.29
Captain	\$0.00	\$0.00	\$0.00	\$102,954.33
Lieutenant	\$0.00	\$0.00	\$0.00	\$535,088.25
Sergeant	\$0.00	\$0.00	\$0.00	\$761,087.35
Trooper	\$0.00	\$0.00	\$0.00	\$1,808,824.43
Medical Insurance	\$503,500.00	\$26,500.00	\$530,000.00	\$0.00
<b>Fringe Benefits total</b>	<b>\$774,968.21</b>	<b>\$40,787.79</b>	<b>\$815,756.00</b>	<b>\$3,225,267.65</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Louisiana Inspector Challenge	\$4,750.00	\$250.00	\$5,000.00	\$0.00
CVSA/FMCSA Data Quality Workshop	\$2,850.00	\$150.00	\$3,000.00	\$0.00
COHMED Conference	\$1,425.00	\$75.00	\$1,500.00	\$0.00
Regional Planning Meeting	\$3,800.00	\$200.00	\$4,000.00	\$0.00
CVSA Workshop	\$4,750.00	\$250.00	\$5,000.00	\$0.00
LMTA TDC/Annual Conference	\$5,700.00	\$300.00	\$6,000.00	\$0.00
Safe Drive/Technology Workshop	\$2,850.00	\$150.00	\$3,000.00	\$0.00
NAIC	\$4,750.00	\$250.00	\$5,000.00	\$0.00
CVSA Annual Conference	\$5,225.00	\$275.00	\$5,500.00	\$0.00
CVSA/MCSAP Training Travel	\$9,500.00	\$500.00	\$10,000.00	\$0.00
MCSAP Program Travel	\$4,750.00	\$250.00	\$5,000.00	\$0.00
NESA/DQ Program Travel	\$46,170.00	\$2,430.00	\$48,600.00	\$0.00
Unexpected Training and Travel	\$1,805.00	\$95.00	\$1,900.00	\$0.00
FHP Post Crash	\$8,550.00	\$450.00	\$9,000.00	\$0.00
<b>Travel total</b>	<b>\$106,875.00</b>	<b>\$5,625.00</b>	<b>\$112,500.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Scanners	\$7,125.00	\$375.00	\$7,500.00	\$0.00
Desktop Computers	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Mobile Data Terminals	\$7,600.00	\$400.00	\$8,000.00	\$0.00
Radars	\$12,350.00	\$650.00	\$13,000.00	\$0.00
LIDARS	\$14,250.00	\$750.00	\$15,000.00	\$0.00
Vehicles	\$472,150.00	\$24,850.00	\$497,000.00	\$0.00
<b>Equipment total</b>	<b>\$516,325.00</b>	<b>\$27,175.00</b>	<b>\$543,500.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Printers - NESA/Office Personnel	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Office Supplies	\$35,118.99	\$1,848.01	\$36,967.00	\$0.00
Printer Ink Cartridges	\$76,950.00	\$4,050.00	\$81,000.00	\$0.00
Inspection Related Supplies	\$14,250.00	\$750.00	\$15,000.00	\$0.00
HM Enforcer Software	\$26,980.00	\$1,420.00	\$28,400.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	\$7,125.00	\$375.00	\$7,500.00	\$0.00
FMCSR/HMR Guides	\$10,830.00	\$570.00	\$11,400.00	\$0.00
Printers - Troopers	\$4,275.00	\$225.00	\$4,500.00	\$0.00
Replacement Office Furniture	\$9,500.00	\$500.00	\$10,000.00	\$0.00
CVSA Decals	\$5,719.00	\$301.00	\$6,020.00	\$0.00
Uniform Related Supplies	\$36,100.00	\$1,900.00	\$38,000.00	\$0.00
<b>Supplies total</b>	<b>\$229,697.99</b>	<b>\$12,089.01</b>	<b>\$241,787.00</b>	<b>\$0.00</b>

<b>Contractual and Subaward</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Space	\$135,660.00	\$7,140.00	\$142,800.00	\$0.00
Xerox/Sharp Electronics	\$6,175.00	\$325.00	\$6,500.00	\$0.00
Timothy Bella	\$80,750.00	\$4,250.00	\$85,000.00	\$0.00
Louisiana State University	\$190,000.00	\$10,000.00	\$200,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$412,585.00</b>	<b>\$21,715.00</b>	<b>\$434,300.00</b>	<b>\$0.00</b>

<b>Other Costs</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Software Updates	\$114,000.00	\$6,000.00	\$120,000.00	\$0.00
CMV Interdiction Course	\$950.00	\$50.00	\$1,000.00	\$0.00
MCSAP Vehicle Maintenance	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
MCSAP Vehicle Fuel Costs	\$91,921.00	\$4,838.00	\$96,759.00	\$0.00
Training Costs (Classroom supplies, materials, etc.)	\$5,510.00	\$290.00	\$5,800.00	\$0.00
Public Outreach	\$3,895.00	\$205.00	\$4,100.00	\$0.00
US Postmaster	\$1,330.00	\$70.00	\$1,400.00	\$0.00
CVSA Dues	\$12,255.00	\$645.00	\$12,900.00	\$0.00
Document Destruction	\$1,900.00	\$100.00	\$2,000.00	\$0.00
<b>Other Costs total</b>	<b>\$260,261.00</b>	<b>\$13,698.00</b>	<b>\$273,959.00</b>	<b>\$0.00</b>

<b>Total Costs</b>				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$6,860,963.00</b>	<b>\$361,103.00</b>	<b>\$7,222,066.00</b>	<b>\$3,592,977.65</b>
<b>Total Costs Budgeted</b>	<b>\$6,860,963.00</b>	<b>\$361,103.00</b>	<b>\$7,222,066.00</b>	<b>\$3,592,977.65</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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,860,963.00	\$361,103.00	\$7,222,066.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,083,310.00
MOE Baseline:	\$1,078,072.00

 **Warning status**

Overtime Costs budgeted must be equal to or less than the 15% of the MCSAP Award (plus \$5 allowed). Please adjust the spending plan to reflect the allowable amount: \$1,083,310.00. If additional overtime is needed, please provide justification for FMCSA review and approval in the narrative section.

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$3,467,750.80	\$182,513.20	\$3,650,264.00	\$367,710.00
;;;Overtime Subtotal	\$1,092,500.00	\$57,500.00	\$1,150,000.00	\$0.00
Personnel Total	\$4,560,250.80	\$240,013.20	\$4,800,264.00	\$367,710.00
Fringe Benefits Total	\$774,968.21	\$40,787.79	\$815,756.00	\$3,225,267.65
Travel Total	\$106,875.00	\$5,625.00	\$112,500.00	\$0.00
Equipment Total	\$516,325.00	\$27,175.00	\$543,500.00	\$0.00
Supplies Total	\$229,697.99	\$12,089.01	\$241,787.00	\$0.00
Contractual and Subaward Total	\$412,585.00	\$21,715.00	\$434,300.00	\$0.00
Other Costs Total	\$260,261.00	\$13,698.00	\$273,959.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,860,963.00	\$361,103.00	\$7,222,066.00	\$3,592,977.65
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$6,860,963.00</b>	<b>\$361,103.00</b>	<b>\$7,222,066.00</b>	<b>\$3,592,977.65</b>



**Part 5 - Certifications and Documents****Part 5 Section 1 - Overview**

*Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.*

*These certifications must be completed and signed on an annual basis.*

**Part 5 Section 2 - State Certification**

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

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

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

- Yes
- Yes, uploaded certification document
- No

**State Certification declaration:**

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

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

**Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification**

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

1. What is the name of your certifying State official? Colonel Robert Hodges
2. What is the title of your certifying State official? Superintendent
3. What are the phone # and email address of your State official? 225-925-6118 : Deputy.secretary@la.gov

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

- Yes
- Yes, uploaded certification document
- No

I, Colonel Robert Hodges, certify that LOUISIANA 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 4 - New Laws/Legislation/Policy Impacting CMV Safety**

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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

Yes  No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
HB 283	08/01/2024	R.S. 40:1464	Requires that a commercial driver's curriculum offered by an educational institution or agency include human trafficking training. <a href="https://www.legis.la.gov/Legis/ViewDocument.aspx?d=1378147">https://www.legis.la.gov/Legis/ViewDocument.aspx?d=1378147</a>
HB 589	08/01/2024	R.S. 32:409.1(A)(6)(d)	Prohibits a commercial learner's permit or driver's license if not cleared by the Federal Motor Carrier Safety Administration, Drug and Alcohol Clearinghouse. <a href="https://www.legis.la.gov/Legis/ViewDocument.aspx?d=1379559">https://www.legis.la.gov/Legis/ViewDocument.aspx?d=1379559</a>

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

Yes  No