CALIFORNIA

Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Years 2018 - 2020

Date of Approval: Sep 17, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

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

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

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

For FY 2018, the primary difference in the single year and multi-year CVSP formats, is that objectives, projected goals and activities in the multi-year CVSP will cover the entire multi-year period of FYs 2018 - 2020. The financial information and certifications will be updated each fiscal year.

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2018)
- Part 5: Certifications and Documents

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

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

2 - Mission/Goal Statement

Instructions:

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

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

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

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

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

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

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

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

3 - MCSAP Structure Explanation

Instructions:

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

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

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

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

COMMERCIAL VEHICLE ENFORCEMENT FACILITIES

There are currently 53 Commercial Vehicle Enforcement Facilities (CVEF) in 38 locations operating throughout the state. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Staffing levels at these facilities are based upon the operational objectives of the individual facility and related factors including facility classification, point of entry, command status, hours of operation, and enforcement needs.

MOBILE ROAD ENFORCEMENT

The CHP deploys 144 mobile road enforcement (MRE) officers (sworn personnel) responsible for regulating the operation and inspections of CMVs on highways and roadways not otherwise monitored by a CVEF.

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM FUNDED PERSONNEL

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

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

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

Number	Title
1	Sergeant
2	Officer (CVS)
10	Officer (MRE)
1	Associate Accounting Analyst
1	Senior Accounting Officer
1	Supervising Program Technician II
5	Program Technician II
1	Staff Programmer Analyst
3	Associate Governmental Program Analyst (AGPA)
1	Staff Services Analyst (SSA)

Number	**Border Enforcement**
3	**Sergeant**
12	**Officer**
15	**CVIS**

4 - MCSAP Structure

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	CALIFORNIA HIGHWAY PATROL
Enter total number of personnel participating in MCSAP activities	1047
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	560
Traffic Enforcement Activities	144
Investigations*	280
Public Education and Awareness	49
Data Collection and Reporting	14
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in 49 CFR 350.109. This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

***Instructions for all tables in this section**:*

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2015	12/31/2015	313	0.09	0.09
01/01/2014	12/31/2014	325	0.08	0.10
01/01/2013	12/31/2013	295	0.07	0.09
01/01/2012	12/31/2012	284	0.08	0.09
01/01/2011	12/31/2011	296	0.08	0.09

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
FMCSA Motor Carrier Management Information System (MCMIS), run date of 07/06/2017.

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Other

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
Statewide Integrated Traffic Records System (SWITRS)

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

Enter the data sources and capture dates of the data listed in each of the tables above.
FMCSA Analysis & Information data, Run date of 07/06/2017, https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx. California's SWITRS, run date 07/10/2017

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

ALL CMV CRASHES

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

PASSENGER CARRIER CRASHES

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

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL

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

Narrative Overview for FY 2018 - 2020

Instructions*:*

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

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

ALL CMV CRASHES

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

Truck-At-Fault Collisions	2012	2013	2014	2015	2016

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

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

PASSENGER CARRIER CRASHES

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

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL

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

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

Projected Goal for FY 2018 - 2020:

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

Fiscal Year	Annual Crash Reduction Goals
2018	3
2019	3
2020	3

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

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities

purpose.

CMV CRASHES:

Program Activity 1: The CHP will conduct a total of 400 MCSAP-funded CMV, non-CMV, HM, CT/RAM, and bus related strike force operations statewide for 2018 - 2020, during which all drivers will be screened for DUI. The CHP personnel performing enforcement activities will focus on violations. These strike force operations will include high collision corridors.

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

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

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

PASSENGER CARRIER CRASHES:

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

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

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL:

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

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

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

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

CMV CRASHES:

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

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

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

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

PASSENGER CARRIER CRASHES:

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

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

HAZARDOUS MATERIALS CRASHES INVOLVING HM RELEASE/SPILL:

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

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

3 - Roadside Inspections

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

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

Trend Analysis for 2012 - 2016

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

Narrative Overview for FY 2018 - 2020

***Overview**:*

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

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

The CHP currently has 53 CVEFs in 38 locations operating throughout the state. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Facility staffing levels at these sites are based upon the operational objectives of the individual facility and related factors. These factors include facility classification, command status, hours of operation, and enforcement needs. Additionally, the CHP deploys 144 MREs throughout the state for roadside enforcement.

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

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

Projected Goals for FY 2018 - 2020

***Instructions for Projected Goals**:*

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018 - 2020. For FY 2018 - 2020, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: CALIFORNIA HIGHWAY PATROL

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

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	265100	6450	920	272470	49.93%
Level 2: Walk-Around	33770	1375	300	35445	6.49%
Level 3: Driver-Only	175680	4070	320	180070	33.00%
Level 4: Special Inspections	1520	95	40	1655	0.30%
Level 5: Vehicle-Only	24895	920	30275	56090	10.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	**500965**	**12910**	**31855**	**545730**	

MCSAP subrecipient agency

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

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

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2018:	0

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: CALIFORNIA HIGHWAY PATROL # certified personnel: 469					
Subrecipient Agencies: # certified personnel: 0					
Number of Non-Funded Agencies: 0 # certified personnel: 0 # projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	265100	6450	920	272470	49.93%
Level 2: Walk-Around	33770	1375	300	35445	6.49%
Level 3: Driver-Only	175680	4070	320	180070	33.00%
Level 4: Special Inspections	1520	95	40	1655	0.30%
Level 5: Vehicle-Only	24895	920	30275	56090	10.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	**500965**	**12910**	**31855**	**545730**	

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

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

4 - Investigations

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

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

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020

Instructions:

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

Projected Goals for FY 2018 - 2020

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

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

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

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

The CHP does not conduct cargo tank facility reviews. However, the CHP will continue conducting terminal inspections of motor carriers from which one or more cargo tanks is operated as part of the CHPs Basic Inspection of Terminals (BIT) program. During 2016, the CHP conducted 142 terminal inspections of motor carriers whom operate cargo tanks resulting in 1,468 cargo tank inspections. Additionally, the CHP conducted 11,536 terminal inspections of motor carriers of property as part of the BIT program.

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

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

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

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

5 - Traffic Enforcement

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

Trend Analysis for 2012 - 2016

Instructions:

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

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

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

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

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

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

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

Narrative Overview for FY 2018 - 2020

Instructions*:*

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the MCSAP Comprehensive Policy.

California's 2015 rate for CMV related fatalities is 0.09 per 100 million VMT. The CHP will establish a goal of 0.082 per 100 million VMT in 2018-2020. For California to meet this goal it is imperative the CHP continue traffic enforcement activities. The CHP has continued to conduct comprehensive, highly visible traffic enforcement with an emphasis on problem areas such as high-risk corridors and PCFs. The CHP will accomplish this through the 400 strike forces conducted within California in remote areas and at various locations including, but not limited to, highways and high-collision corridors. The CHP will conduct strike force operations any day of the week ranging from 4 to 10 hours each, within the time range of 0500 hours to 2100 hours utilizing approximately 250 officers.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	**No**	**Traffic Enforcement Activities**	**FY 2018**	**FY 2019**	**FY 2020**
◉	○	CMV with Inspection	100000	100000	100000
◉	○	CMV without Inspection			
◉	○	Non-CMV	900000	900000	900000
◉	○	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	10000	10000	10000

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the FAST Act requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
545730	0	2400	548130	471542

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

The CHP will conduct 120 MCSAP-funded non-CMV strike force operations statewide. During these strike force operations CHP will emphasize the importance of safe operation around CMVs for the non-CMV driver. The PCFs of alcohol/drug; unsafe speed; following too closely; wrong side of the road; improper passing; unsafe lane change; improper turning; and automobile right-of-way violations attributed to fatal truck involved collisions and injury truck involved collisions in 2015. The CHP will perform strike force operations with the goal of reducing the 2015 rate of 0.09 CMV fatal crashes per 100 VMT in California to 0.082 during 2018 - 2020. Performance Measurement 1: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. (49 CFR 350.201 (aa)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM (49 CFR 350.201(cc).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

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.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Step 6	Yes

Avaliable data sources:

- FMCSA website ITD information
- FMCSA website PRISM information

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:

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

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative and Projected Goal:
If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

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

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

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

I. Problem Statement

Apportioned vehicle registration systems must be adequately maintained to evolve and comply with PRISM registration

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

II. Project Goal(s) and Objectives

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

III. Work Plan

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

Database Maintenance and Support

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

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

System Modifications

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

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

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

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

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

- IRP Clearinghouse compliance (ITD)

Estimated Award Date: October 1, 2018

Activity/ Milestone	Timeframe	Estimated Start	Estimated Completion	Estimated Outcome
Contractual Services- Database Maintenance & Modifications	Award + 23 months	October 2018	September 2020	Contractual services will support: -continued IRP registration processing -federal interfaces & data exchanges (PRISM/SAFER /CVIEW) -policy and procedural changes (PRISM/SAFER /CVIEW) -enhanced PRISM program activities
Contractual Services- Database Modifications	Award + 23 months	October 2018	September 2020	Contractual services will support: -core ITD program activities

IV. Evaluation or Monitoring Plan

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

V. Organizational Capacity

California has a population of approximately 39 million people. The DMV's mission is to serve the public by providing quality licensing and motor vehicle-related services. The DMV employs approximately 8,600 people to support its main function of licensing drivers and registering vehicles. On an annual basis, the DMV registers approximately 35 million vehicles and licenses approximately 26 million drivers.

Other major functions performed by the DMV include:

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

The DMV collects and tracks nearly $8 billion in revenue each year. These funds are then distributed to

- Local governments and environmental agencies
- State agencies and departments including CHP, Caltrans, and DMV
- California's General Fund

The IRP is a registration reciprocity agreement currently comprised of 59 jurisdictions in the United States and Canada. California has participated in this agreement since 1985. IRP allows commercial motor carriers to pay apportioned registration fees based on the total distance operated in two or more IRP jurisdictions. The base jurisdiction calculates and collects the license fees that are due to all jurisdictions where the registrant will travel and issues operating indicia (plates, validation stickers, and registration cards) valid in those IRP jurisdictions. The California IRP program is one of many programs administered by the DMV. Currently, the IRP program supports the registration related activity of approximately 23,000 CA based carriers.

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

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

Previous Projects

i. IRP System Replacement Project- DMV replaced its IRP system as the previous processing system was antiquated and in need of replacement. The state was unable to achieve key requirements of the program and was losing revenue due to system inefficiencies and limitations. To accommodate the DMV's needs, a Commercial-Off-The Shelf (COTS) software package was purchased and customized for California-specific requirements, and interfaces to accounting and mainframe vehicle databases were created. In August 2008, the $3 million project was successfully deployed.

ii. Performance and Registration Information Systems Management (PRISM) Implementation Project- DMV was the lead agency in a collaborative effort with the CHP. The PRISM originated as a pilot project mandated by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. The goal was to explore the benefits of using State commercial vehicle registration sanctions as an incentive to improve motor carrier safety. Congress authorized funding through the Transportation Equity Act for the 21st Century (TEA-21) to expand PRISM nationally. The IRP commercial vehicle registration process of the states provides the framework for the PRISM program. It establishes a system of accountability by ensuring that no vehicle is plated without first identifying the motor carrier responsible for the safety of the vehicle during the registration year. Through PRISM, information system connections between participating IRP vehicle registration agencies and the FMCSA provide the ability to check the safety status of motor carriers prior to issuing or renewing IRP registration. In July 2009, the $1.250 million project (PZ-CA-04-01) was successfully deployed in California. This project aligned DMV with the requirements of AB 2736 (Ch. 169; Stats. of 2006), as well as federal requirements (TEA-21) for apportioned vehicles. Under the PRISM program, the fundamental responsibilities of DMV include:

- Suspending a motor carrier's IRP registration in conjunction with an FMCSA order to cease interstate operation; and/or
- Denying renewal of IRP registration to any motor carrier that is prohibited from operating in interstate commerce by the FMCSA.

i. Eliminate the Registrant Only Designation- The FMCSA issued, through the federal register, Vol. 76.54288, a requirement for all IRP jurisdictions to eliminate the use of USDOT numbers with a 'Registrant Only' designation such as non-shipper/non-carrier on their database systems effective September 1, 2012. Compliance required several database, system, and form changes to make IRP Account and Fleet-level entities have USDOT assignments optionally, as well as to review and revise current CA registrants. In November 2012, the $164,000 project (FM-PZG-0016-12-01-00) was successfully implemented.

ii. Unified Registration System (URS) and PRISM procedural changes- As a result of Federal rulemaking effective October 23, 2015, the FMCSA requires registrants to submit required federal registration and biennial update information to the agency via a new electronic on-line Unified Registration System (URS). Biennial updates were already required of all interstate motor carriers, intermodal equipment providers (IEPs), and hazardous materials safety permit (HMSP) applicants. On and after October 23, 2015, brokers, freight forwarders, and cargo tank facilities under FMCSA jurisdiction will also be subject to federal reporting requirements.

Other modifications included changes to PRISM implementation techniques. The amendment required modifications to the IRP system and procedural changes that URS imposed on DMV's issuance of credentials under the International Registration Program (IRP). Changes included eliminating the PRISM requirement to verify information that is currently submitted via FMCSA MCSA-1 forms. The current requirements involve both date validation (to ensure that the last date the carrier updated the MCSA-1 was within 24 months of the expiration date of the fleet) and certain qualifying attributes for USDOT entities. The DMV's vendor made several modifications to the core system and procedural flow, including changes to correspondence and reports. The $100,000 project (FM-PZG-0038-14-01-00) was deployed successfully in June 2015.

i. Data analytics and database maintenance- To support and enhance PRISM program activities. Funding resources will be utilized to improve motor carrier screening protocols and extend database maintenance/support costs for the PRISM component of DMV's IRP system. The $135,000 project (FM-PZG-0057-15-01-00) is underway.

ii. Database maintenance and travel costs- To support and enhance PRISM program activities. Funding resources will be utilized to extend database maintenance/support costs for the PRISM component of DMV's IRP system and cover travel costs to attend the PRISM workshop in Washington D.C. June 2017. The $28,700 project (FM-PZG-0066-16-01-00) is underway.

iii. Database maintenance and application development costs- To support and enhance PRISM program activities. Funding resources will be utilized to extend database maintenance/support and application development costs for the PRISM component of DMV's IRP system. The $200,000 project (FM-MCG-0350-17) is underway.

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

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

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

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

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

VI. Issue Mitigation

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

payment is made, the DMV has a maintenance contract it can utilize which includes 24/7 maintenance services/support for system related issues. The vendor has a proven track record of responding to identified system issues and constraints by responding quickly with solutions that allow for continued operational efficiency in the processing of CA IRP vehicle registrations.

7 - Public Education and Outreach

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

Trend Analysis for 2012 - 2016

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

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

Narrative Overview for FY 2018 - 2020

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

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

A major component of crash reduction is involvement in education to the CMV industry. Education is essential in continuing efforts to reduce CMV related fatalities. This objective is to inform CMV drivers about safely sharing the highways and to educate the trucking industry about federal and state CMV/carrier inspection procedures. Additionally, the CHP has a safety program for teen drivers discussing the hazards of driving.

California will conduct 1000 educational seminars during 2018 - 2020. The seminars will provide information regarding the commercial vehicle inspection process and DUI information will be provided. Approximately 50 CHP personnel will be participating in public education and outreach activities.

Projected Goals for FY 2018 - 2020

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

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
◉	○	Carrier Safety Talks	800	800	800
◉	○	CMV Safety Belt Education and Outreach	800	800	800
◉	○	State Trucking Association Meetings	10	12	15
◉	○	State-Sponsored Outreach Events	12	15	20
◉	○	Local Educational Safety Events	25	30	35
◉	○	Teen Safety Events	400	420	450

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

Performance Activity: California will conduct 1000 educational seminars during 2018-2020. The seminars will provide information regarding the commercial vehicle inspection process and DUI information will be provided. Approximately 50 CHP personnel will be participating in public education and outreach activities.

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

8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- FMCSA website SSDQ information

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

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

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
July 6, 2017

Narrative Overview for FY 2018 - 2020

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

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

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

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

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

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

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

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

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

9 - New Entrant Safety Audits

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

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

Yes	No	Question
◉	○	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.
○	◉	Does your State conduct Group safety audits at non principal place of business locations?
○	◉	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

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

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

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

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

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	600	0	600	0	600	0
# of Safety Audits (Offsite)	1800	0	1800	0	1800	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**2400**	**0**	**2400**	**0**	**2400**	**0**
# of Non-Audit Resolutions	0	0	0	0	0	0

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

The CHP, pursuant to the agreement with and under the auspices of the FMCSA, conducts New Entrant (NE) program safety audits on NE motor carriers in California. Completion of safety audits and contact with NE motor carriers during the first 18 months of operation helps determine the level of motor carrier safety management controls that are in place. Education and outreach efforts during the first 18-month period promote good compliance habits among carriers at the beginning of their highway transportation careers. Safety audits, as well as education and outreach efforts, help reduce the number of negligent and unsafe motor carriers operating within California.

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

As reported in MCMIS, California safety auditors conducted an average of 3,353 safety audits per year during the past two FFYs (October 1, 2014, through September 30, 2016). During the same period, there was an average of 2,276 actions per year encompassing the following:

- Carrier operation-type changes.

- Completed inactivation requests.

- Failed safety audits.

- No-show appointments.

- No-contact records.

Training is provided to all safety auditors, as necessary, to ensure a sufficient number of safety auditors are available to conduct NE safety audits. An auditor training will be scheduled for FFY 2018 and 2020. The CHP anticipates training approximately 86 certified auditors during this grant period. During this grant period, three in-service training classes and one two-week auditor certification course will be conducted to familiarize safety auditors following the curriculum by National Training Center with the following:

- New pilot project objectives, which became effective July 15, 2013. How the proposed new process fulfills the requirements in Title 49, Code of Federal Regulations (CFR), Parts 385.309 and 385.311.

- Changes in safety audit requirements from the Moving Ahead for Progress in the 21st Century Act.

- Required training related to the proper application of the FMCSR.

- New Entrant Safety Assurance Program (NESAP) policies and procedures for conducting safety audits.

- New Mobile Client Application software.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

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

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

California's approach has been effective in enhancing public safety and reducing the number of crashes and fatalities involving large trucks and commercial buses. California expects to continue its approach for FFY 2018. Due to the improving economic climate, there are more motor carriers subject to NE requirements. For this reason, California anticipates an increase of NE motor carriers and in the number of safety audits required to be conducted.

In order to maintain certification and as required by federal regulations, each auditor must complete 24 audits in a 12-month period at least 6 of which must be onsite audits. The requirement to complete 24 safety audits and 32 roadside inspections will remain the same. New safety auditors will have up to the last day of the next performance cycle to complete a minimum of 6 supervised onsite safety audits, and the remaining 18 may be supervised onsite or offsite safety audits. The 32 roadside inspections remain unchanged. California expects current certified safety auditors to maintain their certification and the CHP anticipates conducting 2,400 safety audits through the NE program for FFY 2018. California Highway Patrol personnel must conduct NE safety audits only on federally-funded overtime.

10 - Border Enforcement

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

Trend Analysis for 2012 - 2016

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

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	34332	15964	27535	14563	14234
Level 2: Walk-Around	3769	1639	3930	1398	1975
Level 3: Driver-Only	12336	8460	7513	8577	8206
Level 4: Special Inspections	0	0	0	0	0
Level 5: Vehicle-Only	0	0	0	0	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	**50437**	**26063**	**38978**	**24538**	**24415**

Narrative Overview for FY 2018 - 2020

☐ **The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.**

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

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

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

Check all objectives that apply (minimum of 1):

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

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

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

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

Projected Goals for FY 2018 - 2020

Summarize projected border enforcement activities in the table below.

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

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

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

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

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

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

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

Additionally, BE will provide training and relevant information to commercial enforcement personnel on issues pertaining to commercial cross border traffic under the provisions within the North American Free Trade Agreement (NAFTA). This grant will also provide education to Mexico-based carriers through the Mexican Commercial Industry Education Program (MCIEP) seminars.

Border Enforcement will provide additional staffing required at Calexico, Otay Mesa, and Tecate CVEFs, enabling them to operate when the United States (U.S.) Customs and Border Protection is operational. The designated personnel will conduct inspections on CMVs and/or their drivers engaged in international commerce at the Calexico, Otay Mesa, and Tecate CVEFs.

The goal is to designate 30 CHP employees to BE activities. All personnel working within California's BE (3 sergeants, 12 officers, and 15 CVISs) are existing full-time employees of the CHP.

The CHP will use education and training to assist in the reduction of the number of fatal collisions involving CMVs by providing officers/inspectors training and relevant information on issues pertaining to NAFTA. In addition, the CHP will provide MCIEP seminars to the public. A major component of collision reduction is involving the CMV industry and the motoring public in education. The purpose of NAFTA training is to provide relevant information on issues pertaining to NAFTA and the current U.S./Mexico cross border program. Personnel are given instruction on the nuances related to operating authority and credentialing requirements specific to the U.S./Mexico cross border participants. The purpose of MCIEP seminars is to educate the large number of Mexico-based CMV carriers and drivers entering California. Many of these carriers and drivers are not familiar with California's laws, rules, and regulations. Drivers unfamiliar with the rules of the road pose a danger on California's roadways. The uniform and nonuniform CHP employees who work daily with CMVs involved in international commerce (Calexico, Otay Mesa, and Tecate CVEFs) pass out brochures and provide information pertaining to the MCIEP. These companies are encouraged to participate in this bilingual educational opportunity to assist them in maintaining compliance with federal and state laws; and improve their commercial safety rating.

The BE's goal is to conduct HM, PV, and CMV/large truck strike force operations in and around the California/Mexico border. These strike forces will focus on conducting safety inspections of CMVs engaged in international commerce. The strike forces will be conducted within high collision corridors and at remote sites away from border crossings, but within Imperial and San Diego counties; including, but not limited to: Interstate (I)-5, I-805, and I-8, as well as the cities of San Ysidro, Otay Mesa, Chula Vista, San Diego, El Centro, and Calexico.

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

Conduct inspections on CMVs and/or drivers involved in foreign commerce. During the NAS inspections, the following status checks will be emphasized: CDL verification, vehicle registration, operating authority, and financial responsibility. The data from the NAS inspections will be collected by the BE coordinator and submitted to FMCSA in the quarterly reports. The NAFTA training coordinators will conduct training classes for 25 CHP commercial enforcement personnel during the grant cycle. Each participant will complete a survey evaluating the NAFTA training class. Training for NAFTA will be for CHP personnel throughout the state. By request, the NAFTA training is provided by CHP field personnel. Travel may be necessary for the NAFTA training coordinators to conduct classes.

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

Priority Objective 1:
The CHP will conduct inspections of PVs engaged in international commerce at locations including, but not limited to: terminals; border crossings and destination locations; or other locations where a motor carrier may make a planned stop.

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

Priority Objective 2:
The CHP will conduct CMV enforcement activities (inspections and traffic enforcement) targeting high collision corridors where there is a significant amount of international traffic. Currently, the CHP does not gather data from traffic collisions involving CMVs regarding whether the CMV was involved in international commerce at the time. However, the CHP will focus efforts on high collision corridors including, but not limited to: I-5, I-805, and I-8. These freeways are located in and around the California/Mexico border, within Imperial and San Diego counties.

The CHP will conduct 35 CMV and HM strike force operations during the grant cycle in which 23 will be on high collision corridors, dedicated to performing safety inspections on CMVs. These strike forces will result in 450 inspections with an emphasis on: CDL verification, operating authority, financial responsibility, vehicle registration, and vehicle safety/compliance. The FMCSA has identified oversight of CT operations as its primary HM enforcement vulnerability. Therefore, based on the higher level of risk when compared to the transportation of non-bulk HM, the CHP will focus on the maintenance and repair of CTs; as well as ensuring CT carriers are transporting HM in the appropriate vehicles. Additionally, the CHP will focus on driver behavior/unsafe driving including, but not limited to: DUI/impaired driving, unsafe speed, unsafe lane change, and following too closely.

The CHP will use education and training to assist in the reduction of the number of fatal collisions involving CMVs by providing officers/inspectors training and relevant information on issues pertaining to NAFTA. The CHP will conduct NAFTA training to 30 commercial enforcement personnel. In addition, the CHP will provide 35 MCIEP seminars to the public.

Primary Objective 3:
The CHP will conduct inspections of CMVs engaged in international commerce at remote sites where known international commerce activity occurs, in and around the California/Mexico border. These activities will be conducted, where there is no official border crossing facility, in and around the cities of Otay Mesa, San Ysidro, Chula Vista, San Diego, El Centro, and Calexico.

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

Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.

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

Priority Objective 1:
The strike force operation activities will be measured through strike force summary reports submitted by Border Division and compiled by the BE coordinator. The 2018 BE measure is to conduct 30 PV strike force operations within the grant cycle. Monitoring will be accomplished by reviewing the strike force summaries collected by the BE coordinator. An evaluation will be included on the quarterly reports to the FMCSA based on the number of strike force operations and safety inspections conducted.

Priority Objective 2:
The strike force operation activities will be measured through strike force summary reports submitted by Border Division and compiled by the BE coordinator. The 2018 BE measure is to conduct 30 CMV and HM strike force operations within the grant cycle. Monitoring will be accomplished by reviewing the strike force summaries collected by the BE coordinator. An evaluation will be included on the quarterly reports to the FMCSA based on the number of citations issued as well as strike force operations and safety inspections conducted.

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

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

Priority Objective 3:
The strike force operation activities will be measured through strike force summary reports submitted by Border Division and compiled by the BE coordinator. The 2018 BE measure is to conduct 25 CMV and HM strike force operations within the grant cycle. Monitoring will be accomplished by reviewing the strike force summaries collected by the BE coordinator. An evaluation will be included on the quarterly reports to the FMCSA based on the number of citations issued as well as strike force operations and safety inspections conducted.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

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

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

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

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

2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

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

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

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

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

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

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

Performance Measurements and Monitoring: Describe all performance measures and how the State will

conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

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

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
To maintain the goal of 0.08 fatalities per 100 million VMT in 2016, as well as reduce the number of DUI commercial truck at-fault fatal and injury traffic collisions.

Actual: Insert year to date progress (#, %, etc., as appropriate).
The fatality rate for California increased from 0.08 in 2014 to 0.09 in 2015. The 2016 Fatality Analysis Reporting System (FARS) data for VMT fatalities is unavailable. The 2015 FARS data, run date of 03/16/2017.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
California's fatalities per 100 million VMT increased from 0.08 in 2014 to 0.09 in 2015. The increase in the number of fatalities in 2015 was due, in part, to two commercial vehicle collisions involving 6 fatalities.

4 - State Specific Objectives – Future

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 hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include 2 CFR part 200, 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 (2 CFR §200.404), and allocable (2 CFR §200.405).

- ***Allowable*** *costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.*
- ***Reasonable*** *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.*
    - *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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- ***Federal Share*** *means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.*
- ***State Share*** *means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- ***Total Project Costs*** *means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- ***Maintenance of Effort*** *expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.*

New for FY 2018

- *Incorporation of New Entrant and Border Enforcement into MCSAP*

  The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- *Calculation of Federal and State Shares*

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

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

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- *Expansion of 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.

  The system will confirm that:
  - *Federal share plus State share equals Total Project Costs on each line item*
  - *Accounting Method is selected in Personnel, Part 4.2*
  - *Overtime value does not exceed the FMCSA limit*
  - *Planned MOE Costs equal or exceed FMCSA limit*
  - *Proposed Federal and State share totals are each within $5 of FMCSA's Federal and State share estimated amounts*
  - *Territory's proposed Total Project Costs are within $5 of $350,000*

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$18,394,159.00	$3,246,029.00	$21,640,188.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	$3,246,029.00
MOE Baseline:	$114,571,579.71

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

***Note**: Do not include any personally identifiable information in the eCVSP.*

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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	$3,246,029.00

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

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Sergeant	4	100.0000	$166,191.11	$664,764.44	$565,049.77	$99,714.67
Officer	24	100.0000	$136,614.35	$3,278,744.40	$2,786,932.74	$491,811.66
CVIS	15	100.0000	$55,836.99	$837,554.85	$711,921.62	$125,633.23
Staff Programmer Analyst	1	100.0000	$99,737.22	$99,737.22	$84,776.64	$14,960.58
Associate Accounting Analyst	1	100.0000	$88,798.87	$88,798.87	$75,479.04	$13,319.83
Senior Accounting Officer	1	100.0000	$84,540.99	$84,540.99	$71,859.84	$12,681.15
AGPA	3	100.0000	$76,039.91	$228,119.73	$193,901.77	$34,217.96
SSA	1	100.0000	$63,222.21	$63,222.21	$53,738.88	$9,483.33
Supervising Program Technician II	1	100.0000	$60,021.46	$60,021.46	$51,018.24	$9,003.22
Program Technician II	5	100.0000	$50,727.53	$253,637.65	$215,592.00	$38,045.65
Subtotal: Salary				**$5,659,141.82**	**$4,810,270.54**	**$848,871.28**
Overtime Project Costs						
Total Overtime	1	100.0000	$6,315,817.40	$6,315,817.40	$5,368,444.79	$947,372.61
Subtotal: Overtime				**$6,315,817.40**	**$5,368,444.79**	**$947,372.61**
TOTAL: Personnel				**$11,974,959.22**	**$10,178,715.33**	**$1,796,243.89**
Accounting Method:	**Cash**					
Planned MOE: Personnel	**$80,000,000.00**					

Enter detailed explanation of how you came up with the personnel costs.

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

The overtime amount is calculated at approximately 35 percent of the total grant award of $21,704,089. California respectfully requests to exceed the 15 percent overtime cap established by the U. S. Department of Transportation (DOT), FMCSA's Cost Eligibility for MCSAP Overtime in the MCSAP Comprehensive Policy version 3.0 (June 2016). The vast majority of departmental commercial enforcement personnel are not grant funded and have responsibility on mandated state programs. In an effort for California to continually meet or exceed the MCSAP grant goals and objectives, it is critical for California to exceed this overtime cap and establish an overtime cap of approximately 35 percent for the 2018 - 2020 MCSAP grants. The CVSP Proposed Budget outline indicates the CHP anticipates utilizing 35 percent in grant funded overtime funds to accomplish these grant goals. The CHP believes this request will provide California an increased ability to improve safety, maximize our enforcement resources, and help reduce the 100 million VMT fatality rate.

3 - Fringe Benefits

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided. For more information on this item see 2 CFR §200.431.

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 have an 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).

Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- *Costs are provided under established written policies*
- *Costs are equitably allocated to all related activities, including Federal awards*
- *Accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees*

Depending on the State, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- *For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 X 64.8/100 = $97,200 Total Project Costs.*

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Sergeant	72.9550	$664,764.44	$484,978.89	$412,232.06	$72,746.83
Officer	72.9550	$3,278,744.40	$2,392,007.97	$2,033,206.77	$358,801.20
Staff Programmer Analyst	63.1780	$99,737.22	$63,011.98	$53,560.18	$9,451.80
Associate Accounting Analyst	63.1780	$88,798.87	$56,101.35	$47,686.15	$8,415.20
Senior Accounting Officer	63.1780	$84,540.99	$53,411.30	$45,399.61	$8,011.69
AGPA	63.1780	$228,119.73	$144,121.48	$122,503.26	$21,618.22
SSA	63.1780	$63,222.21	$39,942.52	$33,951.14	$5,991.38
Supervising Program Technician II	63.1780	$60,021.46	$37,920.35	$32,232.30	$5,688.05
Program Technician II	63.1780	$253,637.65	$160,243.19	$136,206.71	$24,036.48
Staff Programmer Analyst Overtime	7.6500	$7,218.82	$552.23	$469.40	$82.83
Associate Information Systems Analyst Overtime	7.6500	$6,607.06	$505.44	$429.62	$75.82
SSA Overtime	7.6500	$10,864.94	$831.16	$706.49	$124.67
Supervising Program Technician II Overtime	7.6500	$56,527.06	$4,324.32	$3,675.67	$648.65
Program Technician II Overtime	7.6500	$42,578.82	$3,257.27	$2,768.68	$488.59
Office Technician Overtime	7.6500	$31,216.15	$2,388.03	$2,029.83	$358.20
Office Services Supervisor II Overtime	7.6500	$17,839.06	$1,364.68	$1,159.98	$204.70
Sergeant Overtime	1.4500	$1,558,939.90	$22,604.62	$19,213.93	$3,390.69
Officer Overtime	1.4500	$2,564,288.73	$37,182.18	$31,604.85	$5,577.33
CVIS Overtime	7.6500	$298,454.21	$22,831.74	$19,406.98	$3,424.76
MCS I Overtime	7.6500	$1,628,276.41	$124,563.14	$105,878.67	$18,684.47
AGPA Overtime	7.6500	$93,006.24	$7,114.97	$6,047.72	$1,067.25
CVIS	63.1780	$837,554.85	$529,150.40	$449,777.84	$79,372.56
TOTAL: Fringe Benefits			**$4,188,409.21**	**$3,560,147.84**	**$628,261.37**
Planned MOE: Fringe Benefits	**$60,000,000.00**				

Enter detailed explanation of how you came up with the fringe benefits costs.

Benefits include the following for sworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Medicare. Sworn designated personnel fringe benefit rates are calculated at 72.955 percent and overtime benefit rates at 1.45 percent.

Benefits include the following for nonsworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Industrial Disability; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Old-Age, Survivors, and Disability Insurance and Medicare. Nonsworn designated personnel fringe benefit rates are calculated at 63.178 percent and overtime benefit rates at 7.65 percent. The cognizant agency for California is the FMCSA and the FMCSA has approved the indirect cost rate of 12.87 percent. The indirect cost rate of 12.87 percent includes the Statewide Cost Allocation Plan as determined by CHP. The total salary or overtime rate, multiplied by the fringe benefit rate is multiplied by the indirect cost rate.

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see 2 CFR §200.474.

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
Program Oversight	1	1	$58,397.65	$49,638.00	$8,759.65
NAFTA Travel	1	1	$5,456.47	$4,638.00	$818.47
MCIEP Travel	1	1	$2,728.24	$2,319.00	$409.24
Safety Audit Program Performance	1	1	$23,529.41	$20,000.00	$3,529.41
Safety Audit Training	1	1	$11,764.71	$10,000.00	$1,764.71
CVSA Committee Meetings and Annual Conference	4	27	$17,647.06	$15,000.00	$2,647.06
MCSAP Planning Meeting and Grants Management Training	2	4	$4,705.88	$4,000.00	$705.88
North American Inspectors Championship (NAIC) Challenge	1	5	$3,529.41	$3,000.00	$529.41
CVSA HM Meeting	1	15	$11,176.47	$9,500.00	$1,676.47
Carrier Information Reporting and Evaluation System (CIRES)	1	10	$5,294.12	$4,500.00	$794.12
SafetyNet/ Information Technology Training Meeting	13	5	$35,882.35	$30,500.00	$5,382.35
Compliance, Safety, Accountability (CSA) Phase III Training	9	5	$24,705.88	$21,000.00	$3,705.88
Electronic Logging Device (ELD) Training	9	5	$24,705.88	$21,000.00	$3,705.88
Miscellaneous MCSAP - Related out of state travel	17	5	$17,058.82	$14,500.00	$2,558.82
In-State, Level I training	65	20	$386,098.82	$328,184.00	$57,914.82
In-State, General Hazardous Materials Training	40	5	$48,312.94	$41,066.00	$7,246.94
In-State, CT/RAM Training	48	10	$83,011.76	$70,560.00	$12,451.76
In-State, OBPI Training	23	5	$23,811.76	$20,240.00	$3,571.76
In-State, Level VI Training	15	5	$25,882.35	$22,000.00	$3,882.35
In-State, Motorcoach Training	30	5	$59,294.12	$50,400.00	$8,894.12
In-State, Commercial Refresher Train-the-Trainer	15	5	$20,705.88	$17,600.00	$3,105.88
In-State, Data Quality Improvements	19	5	$24,117.65	$20,500.00	$3,617.65
In-State, Instructor Training / Meeting	19	5	$24,117.65	$20,500.00	$3,617.65
In-State, Commercial Training Meeting	5	23	$13,223.53	$11,240.00	$1,983.53
Miscellaneous MCSAP-Related In-State Travel	25	5	$25,388.24	$21,580.00	$3,808.24
In-State, Instructors Department & Allied Classes	20	5	$24,847.06	$21,120.00	$3,727.06
In-State, CIEP Travel	24	5	$35,294.12	$30,000.00	$5,294.12
In-State, Strike Force	15	5	$17,647.06	$15,000.00	$2,647.06
TOTAL: Travel			**$1,058,335.29**	**$899,585.00**	**$158,750.29**
Planned MOE: Travel	**$450,000.00**				

Enter detailed explanation of how you came up with the travel costs.

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

Air Fare: $1,100.00 out-of-state, $550.00 in-state, or state vehicle utilized $0
Lodging: $175 (includes 10% hotel tax) out-of-state per day, $99 (includes 10% hotel tax) in-state per day, or CHP Academy housing utilized $0
Rental Car: $42.00 per day or state vehicle utilized $0
Parking: $30 per day, if necessary
Employee per diem: $46 per day

CVSA Meetings and Annual Conference - The CHP's participation in CVSA meetings and the annual conference ensures that CHP's interests are considered in regard to CMV safety. The consistency in regulations enhances safety and promotes a positive business

culture for the improved transportation of goods. Numerous high profile topics for both industry and enforcement personnel are discussed at these meetings and annual conference. Discussions include future rule making proposals and various topics covering regulations and pertinent changes affecting the CMV industry.

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

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

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

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

SafetyNet/Information Technology Training Meeting - This meeting consists of a general session for all attendees, where existing problems and progress in their resolution are discussed, new information is presented, and future plans are revealed. The information provided will keep employees updated and help California maintain its good/green status.

CSA Training - The FMCSA is offering CSA Phase III training. The training will prepare investigators and managers to use the full array of CSA interventions through reinforcement of the existing interventions and training staff on offsite investigations; critical and acute violations follow-up investigations; and cooperative safety plans. Additionally, CSA training will teach investigators and managers to use new investigative software and improved information technology systems built specifically to support CSA interventions.

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

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

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

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

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

During the FFY 2018 NESAP grant cycle, it is estimated that the CHP will conduct three in-service training courses for existing safety auditors and two initial training classes to certify new safety auditors. The majority of the training conducted utilizing NESAP funding will be scheduled at the most centralized location(s). Costs such as airfare and rental cars are not typical travel expenditures for this type of training. However, costs such as toll booths and employee per diem of approximately $46 per day are typical when traveling more than 50 miles out of their assigned area. If the training is held at the CHP Academy, CHP personnel are mandated to lodge at the CHP Academy, in West Sacramento, to reduce expenditures. In rare cases, when there is no availability at the CHP Academy for personnel and no departmental vehicle available, staff may request reimbursement for lodging and mileage of their personal vehicle at the approved rate. Additionally, CHP personnel are sometimes required to travel when conducting safety audits. If the on-site audit location is more than 50 miles out of their assigned area, the employee will accrue travel costs. Costs such as airfare, lodging, parking, employee per diem, and/or taxi costs are the typical costs allowed for reimbursement. In all cases, a breakdown of costs is provided to management for review when seeking travel approval. When drafting the NESAP budget, the NESAP coordinator evaluates the preceding grant's travel expenditures. After the evaluation, the NESAP coordinator will discuss scheduled travel plans with section management to ensure adequate funds are available in the specific travel category of the grant.

5 - Equipment

Equipment is tangible 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 threshold is below $5,000, check the box below and provide the equipment threshold amount. See §§200.12 Capital assets, 200.20 Computing devices, 200.48 General purpose equipment, 200.58 Information technology systems, 200.89 Special purpose equipment, and 200.94 Supplies.*

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for $5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is $1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost (2 CFR §200.436 and 2 CFR §200.439). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs

Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
CIEP Van	1	$50,562.35	100	$50,562.35	$42,978.00	$7,584.35
MRE truck	3	$54,620.00	100	$163,860.00	$139,281.00	$24,579.00
TOTAL: Equipment				**$214,422.35**	**$182,259.00**	**$32,163.35**
Equipment threshold is greater than $5,000.						
Planned MOE: Equipment	**$2,500,000.00**					

Enter detailed explanation of how you came up with the equipment costs.

The CHP Fleet Operations Section is responsible for replacing enforcement vehicles when either damaged or a specific odometer reading is reached per CHP policy. During this grant cycle, the CHP anticipates purchasing three MRE vehicles and one CIEP van. The MRE vehicles will be used by MCSAP-funded uniform personnel to perform MCSAP related duties including enforcement. The replacement CIEP van is necessary to transport CIEP training materials to CIEP presentations. The initial cost of an MRE vehicle is $44,927 plus equipment at $9,693 for a total of $54,620. The initial cost of a CIEP vehicle is $45,231 plus equipment at $5,331.35 for a total of $50,562.35. Below is a breakdown of equipment cost for an MRE vehicle and CIEP van:

MRE Vehicle Equipment:
MRE Vehicle $44,927.00
Scanner $400.00
Radio/siren interface $298.00
Whelen White Fog Light-Emitting Diode Lights Wig Wag $260.40
Dual gun lock tub $382.50
Rear Partition $300.00
Prisoner barrier $592.57
Whelen roof light $957.84
Siren system $225.00
Mobile Digital Computer (MDC) hockey puck antenna $59.00
Outside mirror light kit $304.20
Push bumper lights $231.07
Trunk light $202.00
Dual prisoner eye bolts $5.00
Fire extinguisher bracket $21.00
Clear left and right spotlight $221.24

Exempt license plates $0.00
Push bumper wrap $285.00
Push bumper $209.00
External jumper plug $31.98
Map light $20.00
Radar hookups $175.00
Siren snow screen (if applicable) $23.00
Rear deck light package (slick top only) $0.00
MDC Display Mount System $221.80
Public Address Made Brackets $936.50
CB radio (K9 only) $0.00
Video recording system (If applicable) $3,000.00
Mobile Video Audio Recording System Items $330.90
TOTAL $54,620.00

CIEP VAN

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

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or $5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Misc Materials, Promotional Items, etc	1	Each	$6,677.71	$6,677.71	$5,676.05	$1,001.66
Misc Office Supplies for NESAP	1	Each	$29,363.53	$29,363.53	$24,959.00	$4,404.53
Office Supplies for CVS and Division	1	Each	$4,798.86	$4,798.86	$4,079.03	$719.83
Office Supplies for SafetyNet	1	Each	$19,212.13	$19,212.13	$16,330.31	$2,881.82
Training Supplies/other equipment	1	Each	$28,851.33	$28,851.33	$24,523.63	$4,327.70
Division Printers/Monitors	1	Each	$17,647.06	$17,647.06	$15,000.00	$2,647.06
TOTAL: Supplies				**$106,550.62**	**$90,568.02**	**$15,982.60**
Planned MOE: Supplies	**$600,000.00**					

Enter detailed explanation of how you came up with the supplies costs.

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

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

Training supplies/other equipment: Training supplies and other equipment (i.e., projectors, canopies, pencils, paper) are necessary for CIEP presentations and events.

7 - Contractual and Subaward

This section includes both contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

***CONTRACTUAL** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.22). All contracts issued under a Federal award must comply with the standards described in 2 CFR §200 Procurement Standards.*

***Note**: Contracts are separate and distinct from subawards; see 2 CFR §200.330 for details.*

***SUBAWARD** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.92, 2 CFR §200.330).*

***SUBRECIPIENT** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.93).*

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Iteris InSPECT Software	DUNS	48765937	Contract	$70,289.41	$59,746.00	$10,543.41
Description of Services: Iteris InSPECT software						
MISTER	DUNS		Contract	$352,941.18	$300,000.00	$52,941.18
Description of Services:						
PRISM	DUNS		Subrecipient	$411,764.70	$350,000.00	$61,764.70
Description of Services: PRISM						
O & M for E-Screening Equipment	DUNS		Contract	$235,294.12	$200,000.00	$35,294.12
Description of Services:						
ITD-IRP Clearinghouse	DUNS		Subrecipient	$58,823.52	$50,000.00	$8,823.52
Description of Services: PRISM						
TOTAL: Contractual and Subaward				**$1,129,112.93**	**$959,746.00**	**$169,366.93**
Planned MOE: Contractual and Subaward	**$800,000.00**					

Enter detailed explanation of how you came up with the contractual and subaward costs.

Iteris inSPECT:

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

The chart below indicates the FMCSA's share for each year for upgrade, maintenance and support. The 2018 funding will be the fifth grant cycle.

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

DESCRIPTION	COSTS BREAKDOWN
inSPECT - Statewide License (Up to 1500 users)	$ 52,050.00
Training/Onsite training for inSPECT	$ 18,311.40
MISTER - Requirements and Design	$ 18,217.50
MISTER - Development and Implementation	$ 61,038.00
Total for Year 1 =	**$ 149,616.90**
inSPECT - Upgrade, Maintenance, and Support	$ 39,166.00
MISTER - Upgrade, Maintenance, and Support	$ 16,277.00
Total for Year 2 =	**$ 55,443.00**
inSPECT - Upgrade, Maintenance, and Support	$ 40,183.00
MISTER - Upgrade, Maintenance, and Support	$ 16,684.00
Total for Year 3 =	**$ 56,867.00**
inSPECT- Upgrade, Maintenance, and Support	$ 41,099.00
MISTER - Upgrade, Maintenance, and Support	$ 17,101.00
Total for Year 4 =	**$ 58,200.00**
inSPECT - Upgrade, Maintenance, and Support	$ 42,218.00
MISTER - Upgrade, Maintenance, and Support	$ 17,528.00
Total for Year 5 =	**$ 59,746.00**

MISTER/CIRES:

As a result of statutory change directly affecting the BIT program, including but not limited to: implementing a motor carrier performance based inspection selection system, a new MISTER system was necessary. The previous MISTER system did not accommodate the integration of carrier performance data with the FMCSA and the motor carrier performance data records could not be configured due to the antiquated platform on which it was based.

In 2016, the consultants created and implemented a data exchange process which included the monthly download and assimilation of the MCMIS, the CSA/Safety Measurement System data, and federal motor carrier census information. This data exchange directly supports and facilitates the matching of data contained in the CHP and FMCSA systems.

The use of two full-time consultants is necessary to assist the CHP in the maintenace/support and to continue the development of the CIRES program. The approximate cost of a Programmer Analyst for 12 months is $170,250.18 and the approximate cost for a Software Developer for 12 months is $182,691.00.

PRISM:

Budget Narrative:

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

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

	Budget Category- Contractual Cost (SF-424A, line 6F)	
	Description of Services	**Total Cost**
PRISM	Maintenance · Ensure daily registration processing and support corresponding data exchanges to/from FMCSA · Database management · Data correction assistance · Monitor DMVs infrastructure connectivity · Assist DMV with quarterly PRISM data baselines · Help desk support · Troubleshoot support related to hardware, network, user PCs Modifications · Maintain/Modify interfaces and data exchanges with federal systems (PRISM/SAFER/CVIEW) · Modify IRP system to comply with policy and procedural changes (PRISM/SAFER/CVIEW)	$25,000.00 $325,000.00
ITD	· Maintain compliance with IRP Clearinghouse requirements	$50,000.00
	Grand Total	$400,000.00

Spending Plan:

	STATE FISCAL YEARS: 2017-18 thru 2018-19								
	FY 2017-18				**FY 2018-19**			**FY 2019-20**	
	FEDERAL FISCAL YEAR 2018				**FEDERAL FISCAL YEAR 2019**				
Direct Costs:	Oct-Dec (Qtr 1)	Jan-Mar (Qtr 2)	Apr-June (Qtr 3)	Jul-Sept (Qtr 4)	Oct-Dec (Qtr 1)	Jan-Mar (Qtr 2)	Apr-June (Qtr 3)	Jul-Sept (Qtr 4)	**Total Funds**
Contractual/ Maintenance (PRISM)								$25,000	$25,000

Contractual/ Modifications (PRISM)		$50,000		$100,000		$125,000		$50,000	$325,000
Contractual/IRP Clearinghouse (ITD)	$50,000								$50,000
TOTAL, Direct Costs	**$50,000**	**$50,000**	**$0**	**$100,000**	**$0**	**$125,000**	**$0**	**$75,000**	**$400,000**

Notes/Assumptions:

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

Operation and Maintenance of E-Screening Equipment:

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

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

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

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

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

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

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

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

The equipment mentioned above will connect to the CHP's current CVISN program, and relay real-time information to inspectors at the facility allowing inspectors to more accurately and efficiently select commercial vehicles that are high risk. Commercial vehicles that are safe and legal, and have no outstanding federal out-of-service orders, will be able to pass through the facility without delay which

helps reduce associated operating costs for motor carriers. Once implemented, these E-Screening systems will result in improved inspection facility traffic flow, focused commercial vehicle enforcement, increased compliance, and help achieve the ultimate goal of improved highway safety.

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

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

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

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative. Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share	State Share
Salaries, Wages and Fringe (SWF)	12.87	$16,163,368.60	$2,080,225.53	$1,768,191.70	$312,033.83
TOTAL: Indirect Costs			**$2,080,225.53**	**$1,768,191.70**	**$312,033.83**

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
CVSA Decals	55094	Sheet (12) Each	$4.30	$236,904.20	$201,368.57	$35,535.63
Title 49	545	Each	$55.00	$29,975.00	$25,478.75	$4,496.25
Wireless network connection recurring costs	276	Each	$536.61	$148,104.36	$125,888.71	$22,215.65
CVSA Dues	1	1	$17,647.06	$17,647.06	$15,000.00	$2,647.06
2018 Annual CVSA Conference and Exhibition Registration	4	Each	$588.23	$2,352.92	$1,999.98	$352.94
Cooperative Hazardous Materials Enforcement Development (COHMED) Registration	3	Each	$588.23	$1,764.69	$1,499.99	$264.70
2018 CVSA Information Technology Users Workshop Registration	13	Each	$796.38	$10,352.94	$8,800.00	$1,552.94
Portable Scales	1	Each	$5,882.35	$5,882.35	$5,000.00	$882.35
MCSAP Vehicle Mileage/Maintenance	1	Each	$286,207.16	$286,207.16	$243,276.09	$42,931.07
Border Vehicle Mileage/Maintenance	1	Each	$38,110.59	$38,110.59	$32,394.00	$5,716.59
NESAP Vehicle Mileage/Maintenance	1	Each	$110,870.59	$110,870.59	$94,240.00	$16,630.59
TOTAL: Other Costs				**$888,171.86**	**$754,946.09**	**$133,225.77**
Planned MOE: Other Costs	**$3,600,000.00**					

Enter detailed explanation of how you came up with the other costs.

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

CVSA Decals: The calculation for the CVSA decals includes the California sales tax rate of 8.25% and shipping costs. The unit of measurement (page) represents 12 individual CVSA decals. The number of units/items (55,094) multiplied by 1page/12 CVSA decals equals 661,128 total decals.

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

Wireless Network Connection Recurring Costs: The modems will be used to assist MCSs in the expeditious completion of their duties and to safely access and transmit real-time data, including but not limited to; utilizing departmentally issued laptop computers

to transmit completed terminal and carrier inspection findings to federal databases through secure web servers via internet connections. The use of these devices will assist the CHP in meeting the requirements relative to the BIT Program and performance measures of the MCSAP. Cost is calculated at 276 air cards multiplied by $38.01 equals $10,490.76 per month multiplied by 12 equals $125,889.12.

Vehicle Mileage: The MRE, CVS, CIEP, and MCIEP vehicle mileage is based on the prior grant year and multiplied by .76¢ per mile. Vehicle mileage is utilized for MCSAP related duties. The vehicle maintenance cost of .76¢ includes gas, oil, parts, batteries, tires and tubes, car washing, maintenance, and repair. The federal mileage rate is calculated by determining the cost per mile for direct vehicle costs, including, but not limited to, fuel, oil, tires, maintenance, and insurance. The federal mileage rate differs from the state mileage rate in that federal rate does not take into account vehicle depreciation and is therefore lower.

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

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$18,394,159.00	$3,246,029.00	$21,640,188.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	$3,246,029.00
MOE Baseline:	$114,571,579.71

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Sergeant	$565,049.77	$99,714.67	$664,764.44
Officer	$2,786,932.74	$491,811.66	$3,278,744.40
CVIS	$711,921.62	$125,633.23	$837,554.85
Staff Programmer Analyst	$84,776.64	$14,960.58	$99,737.22
Associate Accounting Analyst	$75,479.04	$13,319.83	$88,798.87
Senior Accounting Officer	$71,859.84	$12,681.15	$84,540.99
AGPA	$193,901.77	$34,217.96	$228,119.73
SSA	$53,738.88	$9,483.33	$63,222.21
Supervising Program Technician II	$51,018.24	$9,003.22	$60,021.46
Program Technician II	$215,592.00	$38,045.65	$253,637.65
Salary Subtotal	**$4,810,270.54**	**$848,871.28**	**$5,659,141.82**
Total Overtime	$5,368,444.79	$947,372.61	$6,315,817.40
Overtime subtotal	**$5,368,444.79**	**$947,372.61**	**$6,315,817.40**
Personnel total	**$10,178,715.33**	**$1,796,243.89**	**$11,974,959.22**
Planned MOE	**$80,000,000.00**		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Sergeant	$412,232.06	$72,746.83	$484,978.89
Officer	$2,033,206.77	$358,801.20	$2,392,007.97
Staff Programmer Analyst	$53,560.18	$9,451.80	$63,011.98
Associate Accounting Analyst	$47,686.15	$8,415.20	$56,101.35
Senior Accounting Officer	$45,399.61	$8,011.69	$53,411.30
AGPA	$122,503.26	$21,618.22	$144,121.48
SSA	$33,951.14	$5,991.38	$39,942.52
Supervising Program Technician II	$32,232.30	$5,688.05	$37,920.35
Program Technician II	$136,206.71	$24,036.48	$160,243.19
Staff Programmer Analyst Overtime	$469.40	$82.83	$552.23
Associate Information Systems Analyst Overtime	$429.62	$75.82	$505.44
SSA Overtime	$706.49	$124.67	$831.16
Supervising Program Technician II Overtime	$3,675.67	$648.65	$4,324.32
Program Technician II Overtime	$2,768.68	$488.59	$3,257.27
Office Technician Overtime	$2,029.83	$358.20	$2,388.03
Office Services Supervisor II Overtime	$1,159.98	$204.70	$1,364.68
Sergeant Overtime	$19,213.93	$3,390.69	$22,604.62
Officer Overtime	$31,604.85	$5,577.33	$37,182.18
CVIS Overtime	$19,406.98	$3,424.76	$22,831.74
MCS I Overtime	$105,878.67	$18,684.47	$124,563.14
AGPA Overtime	$6,047.72	$1,067.25	$7,114.97
CVIS	$449,777.84	$79,372.56	$529,150.40
Fringe Benefits total	**$3,560,147.84**	**$628,261.37**	**$4,188,409.21**
Planned MOE	**$60,000,000.00**		

Travel			
	Federal Share	State Share	Total Project Costs
Program Oversight	$49,638.00	$8,759.65	$58,397.65
NAFTA Travel	$4,638.00	$818.47	$5,456.47
MCIEP Travel	$2,319.00	$409.24	$2,728.24
Safety Audit Program Performance	$20,000.00	$3,529.41	$23,529.41
Safety Audit Training	$10,000.00	$1,764.71	$11,764.71
CVSA Committee Meetings and Annual Conference	$15,000.00	$2,647.06	$17,647.06
MCSAP Planning Meeting and Grants Management Training	$4,000.00	$705.88	$4,705.88
North American Inspectors Championship (NAIC) Challenge	$3,000.00	$529.41	$3,529.41
CVSA HM Meeting	$9,500.00	$1,676.47	$11,176.47
Carrier Information Reporting and Evaluation System (CIRES)	$4,500.00	$794.12	$5,294.12
SafetyNet/ Information Technology Training Meeting	$30,500.00	$5,382.35	$35,882.35
Compliance, Safety, Accountability (CSA) Phase III Training	$21,000.00	$3,705.88	$24,705.88
Electronic Logging Device (ELD) Training	$21,000.00	$3,705.88	$24,705.88
Miscellaneous MCSAP - Related out of state travel	$14,500.00	$2,558.82	$17,058.82
In-State, Level I training	$328,184.00	$57,914.82	$386,098.82
In-State, General Hazardous Materials Training	$41,066.00	$7,246.94	$48,312.94
In-State, CT/RAM Training	$70,560.00	$12,451.76	$83,011.76
In-State, OBPI Training	$20,240.00	$3,571.76	$23,811.76
In-State, Level VI Training	$22,000.00	$3,882.35	$25,882.35
In-State, Motorcoach Training	$50,400.00	$8,894.12	$59,294.12
In-State, Commercial Refresher Train-the-Trainer	$17,600.00	$3,105.88	$20,705.88
In-State, Data Quality Improvements	$20,500.00	$3,617.65	$24,117.65
In-State, Instructor Training / Meeting	$20,500.00	$3,617.65	$24,117.65
In-State, Commercial Training Meeting	$11,240.00	$1,983.53	$13,223.53
Miscellaneous MCSAP-Related In-State Travel	$21,580.00	$3,808.24	$25,388.24
In-State, Instructors Department & Allied Classes	$21,120.00	$3,727.06	$24,847.06
In-State, CIEP Travel	$30,000.00	$5,294.12	$35,294.12
In-State, Strike Force	$15,000.00	$2,647.06	$17,647.06
Travel total	**$899,585.00**	**$158,750.29**	**$1,058,335.29**
Planned MOE	**$450,000.00**		

Equipment			
	Federal Share	State Share	Total Project Costs
CIEP Van	$42,978.00	$7,584.35	$50,562.35
MRE truck	$139,281.00	$24,579.00	$163,860.00
Equipment total	**$182,259.00**	**$32,163.35**	**$214,422.35**
Planned MOE	**$2,500,000.00**		

Supplies			
	Federal Share	State Share	Total Project Costs
Misc Materials, Promotional Items, etc	$5,676.05	$1,001.66	$6,677.71
Misc Office Supplies for NESAP	$24,959.00	$4,404.53	$29,363.53
Office Supplies for CVS and Division	$4,079.03	$719.83	$4,798.86
Office Supplies for SafetyNet	$16,330.31	$2,881.82	$19,212.13
Training Supplies/other equipment	$24,523.63	$4,327.70	$28,851.33
Division Printers/Monitors	$15,000.00	$2,647.06	$17,647.06
Supplies total	**$90,568.02**	**$15,982.60**	**$106,550.62**
Planned MOE	**$600,000.00**		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Iteris InSPECT Software	$59,746.00	$10,543.41	$70,289.41
MISTER	$300,000.00	$52,941.18	$352,941.18
PRISM	$350,000.00	$61,764.70	$411,764.70
O & M for E-Screening Equipment	$200,000.00	$35,294.12	$235,294.12
ITD-IRP Clearinghouse	$50,000.00	$8,823.52	$58,823.52
Contractual and Subaward total	**$959,746.00**	**$169,366.93**	**$1,129,112.93**
Planned MOE	**$800,000.00**		

Other Costs			
	Federal Share	State Share	Total Project Costs
CVSA Decals	$201,368.57	$35,535.63	$236,904.20
Title 49	$25,478.75	$4,496.25	$29,975.00
Wireless network connection recurring costs	$125,888.71	$22,215.65	$148,104.36
CVSA Dues	$15,000.00	$2,647.06	$17,647.06
2018 Annual CVSA Conference and Exhibition Registration	$1,999.98	$352.94	$2,352.92
Cooperative Hazardous Materials Enforcement Development (COHMED) Registration	$1,499.99	$264.70	$1,764.69
2018 CVSA Information Technology Users Workshop Registration	$8,800.00	$1,552.94	$10,352.94
Portable Scales	$5,000.00	$882.35	$5,882.35
MCSAP Vehicle Mileage/Maintenance	$243,276.09	$42,931.07	$286,207.16
Border Vehicle Mileage/Maintenance	$32,394.00	$5,716.59	$38,110.59
NESAP Vehicle Mileage/Maintenance	$94,240.00	$16,630.59	$110,870.59
Other Costs total	**$754,946.09**	**$133,225.77**	**$888,171.86**
Planned MOE	**$3,600,000.00**		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	**$16,625,967.28**	**$2,933,994.20**	**$19,559,961.48**
Indirect Costs	$1,768,191.70	$312,033.83	$2,080,225.53
Total Costs Budgeted	**$18,394,158.98**	**$3,246,028.03**	**$21,640,187.01**
Total Planned MOE	**$147,950,000.00**		

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.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$18,394,159.00	$3,246,029.00	$21,640,188.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	$3,246,029.00
MOE Baseline:	$114,571,579.71

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

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	$4,810,270.54	$848,871.28	$5,659,141.82	NA
Overtime Subtotal	$5,368,444.79	$947,372.61	$6,315,817.40	NA
Personnel Total	$10,178,715.33	$1,796,243.89	$11,974,959.22	$80,000,000.00
Fringe Benefits Total	$3,560,147.84	$628,261.37	$4,188,409.21	$60,000,000.00
Travel Total	$899,585.00	$158,750.29	$1,058,335.29	$450,000.00
Equipment Total	$182,259.00	$32,163.35	$214,422.35	$2,500,000.00
Supplies Total	$90,568.02	$15,982.60	$106,550.62	$600,000.00
Contractual and Subaward Total	$959,746.00	$169,366.93	$1,129,112.93	$800,000.00
Other Costs Total	$754,946.09	$133,225.77	$888,171.86	$3,600,000.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	$16,625,967.28	$2,933,994.20	$19,559,961.48	$147,950,000.00
Indirect Costs	$1,768,191.70	$312,033.83	$2,080,225.53	NA
Total Costs Budgeted	**$18,394,158.98**	**$3,246,028.03**	**$21,640,187.01**	**$147,950,000.00**

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Esmeralda Falat
2. What is this person's title? Chief
3. Who is your Governor's highway safety representative? Rhonda L. Craft
4. What is this person's title? Director of the Office of Traffic Safety

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

- (●) Yes
- ( ) No

State Certification declaration:

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

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

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

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

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

(●) Yes

( ) No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

(●) Yes ( ) No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
N/A	04/01/2017	1159	Routes for the Through Transportation of Highway Route Controlled Quantity shipments of Radioactive Materials. https://www.chp.ca.gov /AdministrativeServicesDivisionSite/Documents /2016-01_TxtA.pdf
N/A	02/22/2017	1153	Explosives Routes and Stopping Places. https://www.chp.ca.gov /AdministrativeServicesDivisionSite/Documents/16-02-TxtA.pdf
N/A	10/01/2016	1202.1, 1202.2,1232	Consistency with Title 49, Code of Federal Regulations. https://www.chp.ca.gov /AdministrativeServicesDivisionSite/Documents /CHPR2014_06_AdoptedText.pdf
N/A	01/01/2017	1239	Commercial Vehicle Safety Alliance, North American Standard Out-of-Service Criteria. https://www.chp.ca.gov /AdministrativeServicesDivisionSite/Documents /CHPR2016_04_AdoptedText.pdf
N/A	07/27/2017	1151.8.1	Explosives Routes and Stopping Places. https://www.chp.ca.gov /AdministrativeServicesDivisionSite/Documents/2016-06-AdoptedText.pdf
N/A	07/01/2017	1157.21	Inhalation Hazards Safe Stop. https://www.chp.ca.gov /AdministrativeServicesDivisionSite/Documents/2016-03-TxtA.pdf

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

( ) Yes (●) No

Commercial Vehicle Information Systems and Networks Program Plan and Top-Level Design

For the State of California

March 5, 2013

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Background and Executive Summary

The California Core Commercial Vehicle Information Systems and Networks Program Plan and Top-Level Design document presents the results of the program planning efforts by the multiple California state agencies, in cooperation with the Federal Motor Carrier Safety Administration, involved in supporting the Commercial Vehicle Information Systems and Networks deployment program. This plan is one of a series, as California progressively elaborates on the various features, projects, and product implementation for Commercial Vehicle Information Systems and Networks Program to remain abreast of emerging requirements and changes, legislation, and technology.

California has been involved in the Commercial Vehicle Information Systems and Networks program since 1996, when it was identified as one of the program's pilot states and has contributed to highway safety. During federal fiscal year 2008, California applied for and received a Federal Commercial Vehicle Information Systems and Networks grant to update its Commercial Vehicle Information Systems and Networks documentation. This effort included Federal Motor Carrier Safety Administration's support, under the national Commercial Vehicle Information Systems and Networks Technical Assistance program, in developing an updated Program Plan and Top-Level Design. Through this series of discussions about the State's future Commercial Vehicle Information Systems and Networks deployments, a series of projects were identified by members of the State's program team. Since then, California has made considerable progress deploying Core Commercial Vehicle Information Systems and Network functionality, including:

- Deployment of electronic screening at thirty-four sites throughout the State
- Participation in the International Fuel Tax Agreement Clearinghouse
- Participation in the International Registration Plan Clearinghouse in 2009
- Integration of the State's International Registration Plan system with the statewide Vehicle/Registration system during 2008 through 2010, for a faster enforcement of State vehicle holds/stops and faster distribution of information to California law enforcement
- Implementation of Federal Motor Carrier Safety Administration Performance and Registration Information Systems Management requirements in 2010, to include providing California International Registration Plan Vehicle information to Federal Motor Carrier Safety Administration's Safety and Fitness Electronic Records infrastructure daily
- Enhancement of the collection and the reporting of roadside motor carrier inspection data by deploying ASPEN or an equivalent

While California is committed to Commercial Vehicle Information Systems and Network program and its goals, California is a very complex state. California is an extremely diverse state, with major ports, international borders, and the largest population in the nation; a huge diversity of both intra- and interstate motor carrier fleets; and wide variation of geography, weather, politics, and taxation/regulation. As a result, the California systems that support Commercial Vehicle Information Systems and Network program are very complex and dynamic,

as are the Federal systems. Therefore, California needs a complex framework as a foundation to achieve the Commercial Vehicle Information Systems and Network program goals, objectives, and to interact with the federal and interstate systems.

Our progress to date demonstrates California's commitment to the Commercial Vehicle Information Systems and Network program, and highway safety in general. The California framework is designed to allow state agencies to share commercial vehicle operations data (e.g., interstate vehicle registrations, interstate fuel tax licenses, safety information, etc.) electronically with other agencies in the State and in other states. California anticipates that our progress and our future plans will continue to enact data sharing and optimize enforcement activities. With federal assistance, California shall continue to adapt to Commercial Vehicle Information Systems and Network program goals, objectives, and functions.

Table 1 summarizes recent progress and planned activities related to the Core Commercial Vehicle Information Systems and Network program capabilities.

Table 1. California Core Commercial Vehicle Information Systems and Networks Program Deployment Status

Commercial Vehicle Information Systems and Networks Functionality	Status
Electronic Credentialing Administration	
Supporting Electronic Credentialing For International Registration Plan	Underway
Supporting Electronic Credentialing For International Fuel Tax Agreement	Underway
Participating in International Registration Plan Clearinghouse	Completed
Participating in International Fuel Tax Agreement Clearinghouse	Completed
Safety Information Exchange	
Deployed Commercial Vehicle Information Exchange Window (or equivalent)	Underway
Commercial Vehicle Information Exchange Window (or equivalent) interfaced to Safety and Fitness Electronic Records	Underway
Deployed ASPEN or equivalent	Completed
Electronic Screening	
Electronic screening deployed at one or more fixed sites	Completed

Table 2 shows California's Core Commercial Vehicle Information Systems and Network program's deployment status.

Table 2. California Core Commercial Vehicle Information Systems and Networks Program Deployment Status *(all dates, calendar year)* [1]

Category/Requirement	Overall Status	Completed Functionality	On-Going or Planned Functionality
Safety Information Exchange			
Inspection reporting using ASPEN (or equivalent) at all major inspection sites. ASPEN data sent to Safety and Fitness Electronic Records directly or indirectly.	Implemented	Operational at 34 sites throughout California	
Connection to the Safety and Fitness Electronic Records system to provide exchange of interstate carrier and vehicle data snapshots among states.	In progress	Upload T0022 records from CADMV to Safety and Fitness Electronic Records	Upload T0020 and T0021 International Registration Plan records Upload T0019 International Fuel Tax Agreement records
Implementation of Commercial Vehicle Information Exchange Window (or equivalent) system for exchange of intrastate and interstate data within state and connection to Safety and Fitness Electronic Records for exchange of interstate data through snapshots.	Incremental implementation, project planned, starting calendar year 2013	International Registration Plan system, structure, and network connectivity to enable information exchange	Commercial Vehicle Information Exchange Window increment 1 (early 2014) to comply with interstate (International Registration Plan) accounts, fleets, vehicles Commercial Vehicle Information Exchange Window increment 2 (2014) for International Fuel Tax Agreement and Unified Carrier Registration data Commercial Vehicle Information Exchange Window increment 3 (future) for intrastate operations
Credentials Administration			
Automated electronic processing from carrier to state (processing includes carrier application, state application processing, credential issuance, and tax filing) of at least International Registration Plan and International Fuel Tax Agreement credentials; ready to extend to other credentials.	International Registration Plan – completed International Fuel Tax Agreement – planned Intrastate – planning	International Registration Plan is completely Web-based and integrated with State Vehicle/ Registration and accounting systems, enabling electronic credentialing	International Registration Plan – Policy analysis and refinement to expand on-line cab card and Hunter Permit issuance International Fuel Tax Agreement – Planning for replacement of current system (New York Regional Processing Center)
Update Safety and Fitness Electronic Records with credential information for interstate credential information as actions are taken.	International Registration Plan – completed	International Registration Plan – as requested by Federal Motor Carrier Safety Administration in 2008/2009, California Department of Motor Vehicles uploads T0022 International Registration Plan vehicle records daily, including original, changed, suspended, and expired vehicles	International Registration Plan – upload T0020 and T0021 (2013)
Connection to International Registration Plan and International Fuel Tax Agreement Clearinghouses.	Implemented	International Registration Plan – completed International Fuel Tax Agreement – completed (also, will be replaced)	
At least 10 percent of the transaction volume handled electronically; ready to bring on more carriers as carriers sign up; ready to extend to branch offices where applicable.	International Registration Plan – implemented system capability, ready to expand International Fuel Tax Agreement – initial planning for system replacement	International Registration Plan – development of the Bonded Web Users enables access by service agents (covering a significant portion of the International Registration Plan fleets) International Registration Plan – Enabled email distribution of correspondence and credentials	International Registration Plan – Potential expansion of web user transactions International Registration Plan – Potential expansion for intrastate operations Hunter/Trip Permits - Potential expansion of web user transactions

[1] Adapted from FMCSA at http://www.fmcsa.dot.gov/facts-research/cvisn/core-CVISN.htm, accessed 3/2/2013

Category/Requirement	Overall Status	Completed Functionality	On-Going or Planned Functionality
Safety Information Exchange			
Use snapshots to support screening decisions.	Existing screening sites	Planned initial deployment and expansion of State Commercial Vehicle Information Exchange Window capability	
Implemented at a minimum of one fixed or mobile inspection site.	Implemented	Operational at 34 sites throughout California	
Ready to replicate at other sites.	Capable		Data feeds, including snapshots, will be incorporated as possible/practicable

Commitment to the Commercial Vehicle Information Systems and Networks Deployment

As both State and Federal needs and potentialities evolve, California should update this plan, following the concept of "progressive elaboration", which is an accepted program and project management concept. Since California has made significant strides, and given the length of time since this Program Plan and Top-Level Design was last published, the Federal Motor Carrier Safety Administration requested that the California Commercial Vehicle Information Systems and Networks Program Team update the plan and design. The approach to update the document periodically will ensure that it still accurately reflects the State's plans for deploying appropriate functionality, reviews methods and optimal resources to implement the functions, and refine budget and schedule characteristics.

Through a program of projects that will leverage and enhance existing systems and capabilities, California is committed to implementing the Core Commercial Vehicle Information Systems and Networks capabilities and being certified as Core Commercial Vehicle Information Systems and Networks Compliant (i.e., deploying all Core Commercial Vehicle Information Systems and Networks functionality). In doing so, the State will conform to the National Intelligent Transportation Systems Architecture.

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Table of Contents

1. INTRODUCTION

1.1 Purpose and Scope

The California Commercial Vehicle Information Systems and Networks (CVISN) Program Plan/Top Level Design documents California's planned involvement in the national CVISN program. It documents both Core CVISN functionality that will be included in California's CVISN deployment program, as well as the existing and new systems that will support the deployment of this functionality. This document is intended to communicate to the Federal Motor Carrier Safety Administration (FMCSA) and interested stakeholders the motivation, proposed functionality, architecture, and projects of the State's CVISN implementation. Key components of this document include:

- Scope, goals, and objectives of California's CVISN program;
- Project descriptions of CVISN capabilities to be deployed;
- System design;
- Procurement strategy;
- Schedule;
- Budget and funding sources; and
- Design and deployment issues.

The document confirms the State of California's commitment to deploy Core CVISN functionality and to meet the CVISN program requirements as defined by the United States Department of Transportation (USDOT), FMCSA. The intent of the projects contained in the Program Plan/Top-Level Design is to certify California as Core CVISN compliant.

1.2 Background

The CVISN program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The program is designed to:

- Improve safety and productivity of motor carriers, commercial vehicles and their drivers;
- Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement;
- Improve commercial vehicle data sharing within states and between states and FMCSA;
- Reduce Federal/State, industry regulations, and administrative costs.

The CVISN program consists of information systems and communications networks owned and operated by governments, motor carriers, and other stakeholders. These information systems support capabilities in three program areas:

- **Safety Information Exchange.** This is the electronic exchange of current and historical safety data and supporting credentials information regarding commercial motor carriers, vehicles, and drivers. The objectives of safety information exchange are to collect, store, and provide access to safety and supporting credentials information; and to proactively identify unsafe operators.
- **Credentials Administration.** With a goal of end-to-end automation of the credentialing process, the premise of credentials administration is the ability of government agencies and motor carriers to conduct business electronically, including credential application, processing by jurisdiction, fee collection, issuance and renewals, tax filing and payment, and supporting multi-state information exchange and processing agreements.
- **Electronic Screening.** The use of technology to electronically identify approaching vehicles and allow those safe and legal to bypass the weigh inspection station, allowing enforcement resources to focus on higher-risk carriers/vehicles and determine whether further inspection or verification of credentials is required.

The Core CVISN Program Plan/Top-Level Design represents California's commitment to implement all Core CVISN capabilities through a program of projects that will leverage and enhance existing systems and capabilities. California's CVISN implementation will conform to Core CVISN requirements as defined by FMCSA and guided by the National CVISN Architecture, which ensures that State deployments conform to the national program's core principles and design standards. California's commitment to deploy Core CVISN capabilities is illustrated in Table 3-5 found in Section 3 of this document. The table shows required Core CVISN functionality and the systems that will be deployed to perform the required functions.

California's project team included State agencies, industry, and FMCSA. The California Highway Patrol (CHP) is the lead agency for California's CVISN program. The CHP is supported by the following participating CVISN agencies:

- California Board of Equalization (BOE)
- California Department of Motor Vehicles (DMV)
- California Department of Transportation (CalTrans)

The above-referenced state agencies are integral to CVISN in California. The FMCSA is the chief commercial vehicle safety agency of the federal government and is responsible for administering the national CVISN program. The California Division of the FMCSA administers a number of safety-, security-, and education-related programs in the State. The California Division of FMCSA administers the State's CVISN deployment grant, ensures that the State's CVISN program is coordinated with other FMCSA sponsored programs, and liaises with FMCSA Headquarters to provide technical assistance and support to the State CVISN team, as needed.

Table 1-1 shows the composition of the CVISN project team, the key CVISN-related responsibilities of each agency and organization, and the primary contact in the agency/organization.

Table 1-2 identifies the individuals on California's CVISN team. The project manager will coordinate the activities of the agencies, ensure that status and financial reporting requirements

are met for individual projects, schedule team meetings, and serve as a liaison between the State agencies and non-State members of the team, FMCSA. Technical leadership will be provided by the system architect. The system architect will direct the technical engineering, and development of CVISN compliant systems and networks.

The CVISN Steering Committee provides executive guidance and decision making for the CVISN program. This committee makes funding decisions or recommendations related to the program and individual projects, coordinates the scheduling of projects through the lead agency for each project, and guides the deployment of the projects. Members of the working group represent the entire project team and are responsible for leading design and implementation efforts in their respective projects. During the Core CVISN program planning effort, members of the Steering Committee regularly attended team meetings with the working group.

Table 1-1. Commercial Vehicle Information Systems and Networks Project Team

Agency/Organization	Key Responsibilities	Primary Contact
California Highway Patrol	• CVISN lead agency • Coordinates activities of other agencies, serves as a primary liaison with FMCSA and industry, schedule team meetings, etc. • Lead agency for Commercial Vehicle Information Exchange Window (CVIEW), CVISN Portal, and ASPEN • Lead agency to manage projects and coordinate procurements • Provide CVISN Project Manager	Captain Steve Dowling SDowling@chp.ca.gov (916) 843-3400
California Board of Equalization	• Lead agency to administer the State's International Fuel Tax Agreement (IFTA) program • Active participant in the IFTA Clearinghouse • Personnel are located at Ports of Entry to conduct roadside enforcement of IFTA regulations	Cindy Swanson Cindy.swanson@boe.ca.gov (916) 373-3010
California Department of Motor Vehicles	• Lead agency for administering the State's International Registration Plan (IRP), and Performance and Registration Information Systems Management (PRISM), California Driver's License Information System (CDLIS) programs	Debra Hill dhill@dmv.ca.gov (916) 657-6360

Agency/Organization	Key Responsibilities	Primary Contact
California Department of Transportation	• Lead agency for issuing oversize/overweight (OS/OW) permits	Yin-Ping Li, P.E. yli@dot.ca.gov (916) 653-6080

Table 1-2. Commercial Vehicle Information Systems and Networks Program Team Roles

Role	Individual	Organization
CVISN Project Manager	TBD	CHP
CVISN System Architect	TBD	CHP
CVISN Steering Committee	Chief Janice Mulanix	CHP
	Captain Steve Dowling	CHP
	Yin-Ping Li, P.E.	Caltrans
	Debra Hill	DMV
	Cindy Swanson	BOE
CVISN Working Group	TBD	CHP
	TBD	CHP
	TBD	Caltrans
	TBD	DMV
	TBD	BOE
	TBD	FMCSA

2. PROGRAM OBJECTIVES AND PROJECT DESCRIPTIONS

2.1 State Commercial Vehicle Information Systems and Networks Goals

California's high-level CVISN goals are:

- Improve safety information exchange through provision of carrier, vehicle, and driver safety and fitness information to roadside personnel, as well as to other jurisdictions, for enforcement purposes;
- Streamline credentials administration by utilizing technology to reduce agency workload and improve efficiency and operational effectiveness while providing simple solutions to assist carriers in applying for credentials; and
- Improve the screening and selection criteria of vehicles/containers for roadside enforcement operations' efficiencies;
- Increase efficiency of highway operations by speeding the delivery of accurate, real-time information to roadway facilities;
- Enforce of Federal and State out-of-service orders; and,
- Enforce California and other-jurisdiction sanctions on motor carriers, vehicles, and drivers.

These goals have been developed to provide cross-checks to help ensure individual projects address specific state agency and stakeholder priorities, needs, and requirements. As part of the recent effort to update the State's CVISN documentation, California's CVISN Team reviewed these goals and reaffirmed the State's commitment to them.

In addition to the overall CVISN goals, objectives corresponding to the three program areas of credentials administration, safety information exchange, and electronic screening have been identified to guide the development of projects as well as to emphasize the key features of the State's CVISN program of the future. The objectives are listed below:

- Credentials administration objectives
    - Support automated processing of IRP and IFTA;
    - Provide online registration/licensing/fuel tax filing;
    - Support electronic payment of fees and taxes;
    - Integrate electronic credentialing systems with CVIEW.
- Safety information exchange objectives
    - Deploy CVIEW to store and exchange data;
    - Provide web-based query interface to provide real-time access to centralized safety and credential data; and
    - Utilize safety data to identify high risk carriers.

- Electronic screening objective
    - Use technology to identify commercial motor vehicles and target inspections at higher-risk vehicles while allowing vehicles that are safe and legal to bypass open commercial enforcement facilities.

2.2 Current Commercial Vehicle Information Systems and Networks Deployment Status

California established a Steering Committee for the development of the Commercial Motor Vehicle Operations Business Plan. This cooperative organizational framework comprising State and Federal agencies has supported California's efforts in implementing several Core CVISN capabilities. Systems development to complete Core CVISN will rely on the same solid organizational framework.

As described in Section 1, the California CVISN team participated in the development of the Program Plan/Top-Level Design. The team will continue to coordinate their efforts as they implement the Core CVISN projects described in this document and market the CVISN program and its systems and services to motor carriers. Executive input is provided by a Steering Committee and leadership in specialized areas is provided by the working group. The working group comprises experts in safety information exchange, electronic screening, electronic credentialing, and information technology services, who represent several agencies. In addition, FMCSA provides motor carrier representation and Federal involvement, respectively, on both the Steering Committee and the working group.

Prior to the Core CVISN program planning effort, the CVISN team attended CVISN training workshops to support development of the Program Plan/Top-Level Design. Due to unforeseen redirections of resources, state budgetary restraints, and attrition of the team, additional CVISN training and the identification of a CVISN program manager and system architect to oversee the implementation of the State's CVISN projects will be key to the State's long-term success.

2.2.1 Safety Information Exchange

Over the past four years, California has made great progress in exchanging interstate vehicle inspection and registration data.

California has implemented ASPEN or an equivalent capability to the majority of CHP mobile road enforcement personnel, who have motor carrier enforcement responsibility, are equipped with laptops. California has deployed ASPEN or its equivalent application. All roadside personnel are expected to upload their inspections within five business days.

The DMV has advanced in information exchange that supports safety programs in several key ways: Providint Safety and Fitness Electronic Records data (T0022) to the national database, conforming IRP cab cards, and participation in the IRP Clearinghouse. These are foundational steps toward a California CVIEW capability for increased data exchange within the State functions as well as with the Federal Safety and Fitness Electronic Records (SAFER)/CVIEW/PRISM systems.

Two important steps should be taken in the 2013/2014 timeframe:

- The FMCSA has requested that California provide baseline and incremental data for the T0020 (IRP account) and T0021 (IRP fleet) records. California will accomplish this during 2013.

- California is poised to initiate the CVIEW capability. Depending on budget and procurement exigencies, this will be accomplished by late 2013 and evolving with registration and fuel tax snapshots during 2014. This will be a truly inter-agency database within California.

In addition to starting to, and expanding, its data sharing activities, California has taken huge strides in using that information. Through conformity with FMCSA's PRISM requirements, FMCSA staff and consultants visited DMV in April 2010 and praised the implementation. This information is shared with the FMCSA infrastructure, and DMV in kind uses the national data to help identify and control interstate motor carrier registrations by ensuring that only eligible Motor Carrier's Responsible for Safety (MCRS) are authorized. Similarly, DMV IRP (using Legatus Solutions' mCarrier™ system) integrates with the State legacy Vehicle Registration system (V/R) and the DMV/State accounting systems. This data sharing helps to ensure that State (and intrastate jurisdictional) holds/stops are enforced. Finally, the IRP system now nets and exchanges information with IRP, Inc.'s IRP Clearinghouse, another CVISN core requirement.

California is poised to continue its progress. The CHP has not deployed a CVIEW or its equivalent functionality to share data among agencies and/or exchange safety and credential data with FMCSA and other states, through FMCSA's SAFER system. Deploying CVIEW functionality remains one of the State's highest CVISN priorities, and this will support both California motor carrier safety capabilities as well as the national capability. In addition to the basic CVIEW functionality, CVISN team members indicated a need for web-based access to real-time safety and credential information for authorized users. Authorized users would include roadside enforcement personnel; personnel that conduct biennial terminal audits; credentialing staff; and motor carriers.

California expects further improvements in credentialing systems to result from its CVIEW capability. Also, this would require access to the CVIEW data repository in order to support the cross-checking of credentials. For example, conforming to PRISM requirements, Caltrans could verify a California or foreign vehicle's eligibility for an OS/OW permit. In other examples, sharing IRP and IFTA data is time-consuming and DMV expects to provide higher-quality information to key national resources, such as PrePass, continuing progress made in that area with the new IRP system.

2.2.2 Electronic Screening

California participates in the PrePass electronic screening program. Thirty-four fixed inspection sites (including east- and westbound sites on the same highway) currently are equipped with PrePass. These sites in California are equipped with weigh-in-motion (WIM) scales. In addition to weight, screening decisions for interstate carriers are based on PrePass' PSA2 screening algorithm, as well as IRP and IFTA status provided by DMV and BOE, respectively. Screening for intrastate carriers also considers a carrier's recent biennial terminal audit. The CHP personnel staff the State's roadside enforcement facilities. As noted above, BOE personnel are stationed at Ports of Entry to enforce the IFTA regulations. Caltrans personnel are responsible for calibrating the WIM equipment at each PrePass site, on an annual basis.

2.2.3 Electronic Credentialing

Within California, three agencies are responsible to issue credentials for motor carrier operations. This section summarizes the responsibility for commercial vehicle credentialing in California that is segmented across the DMV, BOE, and Caltrans. The DMV is responsible for administering the State's IRP program. The DMV recently hired a vendor, Legatus, to deploy and maintain a new, modern IRP system, which became operational in August 2008. This new system is allowing the State to implement staggered registrations for the first time in 2009, which will distribute the DMV workload throughout the year. The new system has enabled the State's active participation in the IRP Clearinghouse, since 2009. Also, the PRISM functionality (i.e., exchanging data with FMCSA's PRISM Central Site) is supported by the State's new IRP system. Deployment of a web-based user interface through which motor carriers can apply for, pay for, and receive IRP credentials currently is not part of the vendor's scope of work and will need to be procured through a separate contract.

Potential expansion of the IRP web user capability is being reviewed. Currently, we may contend that California conforms to the IRP online/electronic credentialing requirement through the bonded web user program--and generally have made huge advancements in credential turnaround and interstate motor carrier case management within the State. The DMV are looking at policy and identity management policies/features that may optimize electronic credentialing.

The BOE is responsible for administering the State's IFTA program. As part of this program, BOE issues IFTA credentials and decals and collects quarterly IFTA tax payments from California-based motor carriers. The BOE participates in the Regional Processing Center (RPC) or its equivalent mainframe through which California-based motor carriers can file and pay their quarterly IFTA taxes. Currently, BOE is undertaking an internal development effort that will allow taxpayers to apply for and receive all BOE permits, including IFTA credentials, via the Internet. Also, BOE is an active participant in the IFTA Clearinghouse. In addition to its credentialing functions, BOE personnel are located at Ports of Entry to conduct roadside enforcement of IFTA regulations. The BOE staff indicated that their operations would be further improved through the integration of their in-State tax information system, the Integrated Revenue Information System, and the RPC.

Caltrans is responsible for issuing OS/OW permits to motor carriers via the Single-Trip Application and Routing System (STARS). While Caltrans uses an internal information system to support its permitting function, motor carriers currently are not able to submit permit applications electronically

2.2.4 Biennial Inspection of Terminal Program

Section 34501.12 of the California Vehicle Code (CVC) requires any person or organization directing the operation of certain trucks and/or trailers to participate in the Biennial Inspection of Terminal (BIT) Program[2]. During a BIT inspection, Motor Carrier Specialists review four general inspections categories:

- Maintenance Program and Records;
- Driver Records;
- Regulated Equipment; and
- Hazardous Material.

As a result of a BIT inspection, one of three ratings can be assigned to a terminal: satisfactory, conditional, and unsatisfactory. Terminals that are rated as satisfactory will be inspected again within 25 months. Conditional-rated terminals will be re-inspected within six months. Terminals that are rated as unsatisfactory are re-inspected within 120 days. Three information systems currently support the State's BIT Program Management Information System of Terminal Evaluation Records (MISTER), as well as an Access database.

2.3 Planned Commercial Vehicle Inspection Systems and Networks Deployment Projects

California has identified three projects in this Program Plan/Top-Level Design to support its Core CVISN deployment. These projects and the required capabilities are as follows:

- CVIEW – Deployment of a CVIEW (or equivalent) system;
- Support Electronic Credentialing for IRP – Automated processing of IRP credentials;
- Support Electronic Credentialing for IFTA – Automated processing of IFTA credentials (including tax filings).

The three projects are described on the following pages. They are presented in chronological order of when they will be deployed.

[2] Department of California Highway Patrol, CHP 800H (REV 08-07) OPI 062. http://www.chp.ca.gov/publications/pdf/chp800h.pdf

Table 2–1: Project Description #1 – Commercial Vehicle Information Exchange Window

PROJECT NAME: Commercial Vehicle Information Exchange Window
Project Objectives:
• Implement a data warehouse for a selected subset of commercial motor vehicle data to support roadside enforcement activities • Enable data exchange with the national SAFER repository to satisfy both the CVISN and PRISM programs • Improve the screening and selection criteria of commercial motor vehicles for roadside enforcement operations. • Provide carrier and vehicle information to internal and external users • Enable cross-checks among State systems
Project Benefits:
Benefits to the State: • Ability to focus enforcement resources on high risk carriers • Improved regulatory compliance • Information sharing within the State • Information sharing with other jurisdictions • Improved quality of data
Benefits to the Motor Carrier Industry: • Improved quality of data (e.g., accuracy, timeliness, and security) • Leveling of the playing field • Faster inspections, resulting in time savings
Project Description:
Operational Scenario:
The CVIEW will serve as the core data exchange system in California. Its primary focus will be to exchange data among multiple systems within the State. Also, CVIEW will exchange data with the national SAFER data repository, which is operated and maintained by FMCSA. In addition, CVIEW will collect data from multiple sources so that users can access the data they need from a single place. These users include roadside enforcement and State administrative offices that are responsible for credentialing, licensing, and permitting systems. The operational scenario for CVIEW can be broken down into the following components: • Data exchange with the California credentialing systems, including IRP and IFTA • Data exchange with the national SAFER data repository; and • Read-only access to safety and credentials information to authorized users Operationally, CVIEW processes data using the following general steps: 1. CVIEW will receive and integrate credentials and safety data from the national SAFER data repository. This data includes IRP and IFTA data from other jurisdictions participating in CVISN, as well as safety, census, and PRISM information from FMCSA. 2. CVIEW will provide data to the State's electronic screening system to ensure that the most up-to-date credentialing and safety data is being used when supporting electronic screening decisions. 3. CVIEW will provide query access to roadside personnel to enable them to query a carrier or vehicle's credential and/or safety information by unique identifier (e.g., USDOT number, vehicle identification

	number, license plate number). 4. The State's IRP and IFTA credentialing system will send carrier and vehicle information to CVIEW to create/update the carrier and vehicle snapshot data when new IRP and IFTA transactions are completed. 5. CVIEW will send updated IRP and IFTA information to the SAFER data repository in compliance with the SAFER Interface Control Document (ICD) (T0020, T0021, and T0022). 6. CVIEW will provide browser-based query access to motor carriers for viewing of their own safety and credentials information. Steps 1 through 3 of the CVIEW operational scenario will be deployed as part of Phase 1 of the CVIEW project. Once the State's IRP and IFTA credentialing systems are updated and can support an electronic interface to CVIEW, steps 4, 5 (uploading of the State's IRP and IFTA data to CVIEW) and 6 (query access for motor carriers to view their own data) will be undertaken as Phase 2 of the CVIEW project.
Lead (host) Agency: California Highway Patrol	
Participating Agencies:	
	California Department of Motor Vehicles California Board of Equalization California Department of Transportation
Core CVISN Requirements (Table 3–5) Addressed by Project:	
	1. Safety Information Exchange – Deployment of a CVIEW (or equivalent) system (For specific item-by-item, please refer to the Summary of Systems to Perform Required Core CVISN Functionality)

Table 2–2: Project Description #2 – International Registration Plan System

PROJECT NAME: International Registration Plan System	
Project Objectives:	
• Enable electronic credentialing • Enable electronic payments • Share data with other systems • Support automation capabilities (e.g., auditing, identification of supporting documentation) • Support participation in the IRP Clearinghouse • Support PRISM processes for interstate motor carriers	
Project Benefits:	
	Benefits to the State: • Increased efficiency of processes and State resources • Reduced administrative costs • Improved regulatory compliance
	Benefits to the Motor Carrier Industry: • Reduced labor costs • Reduced turnaround time for credentials • Better customer service
Project Description:	
Operational Scenario:	
	California's current IRP processing system cannot support electronic credentialing (acceptance of electronic forms, processing of electronic forms, etc.). Applying for and issuing IRP credentials is a manual process, including paper applications, manual data entry, and manual lookups on other systems. For certain transactions, the process takes place in two different locations, making it a time-consuming process for the State and its motor carriers. DMV currently is modernizing its core information system. Once this upgrade is complete, the State will be able to incorporate a new on-line IRP module that will allow motor carriers to apply for IRP renewal and supplemental transactions electronically. The system also will be linked to the DMV system so that checks for insurance, proof of residency, and title, for example, can be made electronically. Completion of the IRP system and interfaces with systems including DMV and CVIEW will streamline and speed up the credentialing process and improve compliance. The operational scenarios for California's IRP application consist of the following high-level tasks: • Processing of new and renewal applications; • Processing of supplemental applications; and • Sending information to the IRP Clearinghouse. When processing renewal applications the IRP system will do the following: 1. Query the PRISM Census File information stored in CVIEW to ensure a valid USDOT number has been entered and to determine if the carrier's MCS-150 Motor Carrier Identification Report (Application for U.S. DOT Number) form must be updated. 2. Query the PRISM T0041P ("Target File") information stored in CVIEW to perform the PRISM vehicle checks that are required. 3. Assuming that all validations pass, the system will issue the appropriate credential. 4. After the credential has been issued the system will send the updated information to CVIEW so that it may be incorporated into the overall

	carrier and vehicle snapshots. When processing supplemental applications the IRP system will do the following: 1. Query the PRISM T0041P ("Target File") information stored in CVIEW to perform the PRISM vehicle checks that are required. 2. Assuming that all validations pass, the system will issue the appropriate credential. 3. After the credential has been issued the system will send the updated information to CVIEW so that it may be incorporated into the overall carrier and vehicle snapshots.
Lead (host) Agency: California Department of Motor Vehicles	
Participating Agencies:	
	California Highway Patrol California Board of Equalization California Department of Transportation
Core CVISN Requirements (from Table 3–5) Addressed by Project:	
	Credentials Administration • **Automated processing of IRP** • **At least 10 percent of the transaction volume will be handled electronically** (For specific item-by-item, please refer to the Summary of Systems to Perform Required Core CVISN Functionality)

Table 2–3: Project Description #3 – International Fuel Tax Agreement System

PROJECT NAME: International Fuel Tax Agreement System

Project Objectives:

- Enable electronic credentialing
- Enable electronic tax filing
- Enable electronic payments
- Share data with other systems
- Improve network connections with third party systems, e.g., RPC and IFTA, Inc.

Project Benefits:

Benefits to the State:

- Increased efficiency of processes and State resources
- Reduced administrative costs
- Improved regulatory compliance

Benefits to the Motor Carrier Industry:

- Reduced labor costs
- Reduced turnaround time for credentials
- Better customer service

Project Description:

Operational Scenario:

California's current IFTA processing system cannot support electronic credentialing (acceptance of electronic forms, processing of electronic forms, etc.). Applying for and issuing IFTA credentials is a manual process, including paper applications, manual data entry, and manual lookups on other systems. License application and requisition forms for additional decals are available online. California's implementation of IFTA automated processing will be divided into three phases: online applications, end-to-end electronic credentialing, and electronic tax filing. Online applications will enable carriers to use a new web-based form to submit license and decal requests; no changes to the back-end processes will occur. Electronic credentialing will automate the end-to-end IFTA processes and electronic tax filing will allow motor carriers to file their quarterly fuel tax returns and pay their taxes electronically, for full Core CVISN compliance.

Phase 1, Electronic Tax Filing

California is a member of the IFTA RPC. The State has been informed that the RPC may no longer operate after December 2013 and is working with other jurisdictions to develop a multi-state, online RPC to meet their needs and to conform with the requirements of the CVISN program. The following steps describe the vision for the tax filing process in general terms:

1. User accesses the new RPC Web site
2. User authenticates with their username and password
3. User enters their mileage and fuel data in the electronic version of the California IFTA tax return.
4. RPC e-File system verifies calculations.
5. RPC e-File system calculates the tax due and provides choices for payment method.
6. If the user pays by mail, e-File system generates a voucher for mail-in.

Additional details currently are being finalized with interested states.

Phase 2, Online Applications
The second phase of the IFTA project will enable customers to use a new web-based form to submit requests for licenses and additional decals. An online interface will be developed for customers to enter application data, providing a desired convenience factor to carriers who currently mail or walk in their paper applications. The data will be sent electronically, in batch mode, to IFTA staff. At this point, processing will be performed as it is currently done. The online interface will allow customers to pay for their permits electronically. Alternatively, payments could be made using the current methods of checks, money orders, and cash.

Phase 3, Electronic Credentialing
In the third phase of the IFTA project, the existing IFTA system will be replaced by a new web application to accommodate end-to-end electronic credentialing. The system will have an interface to the RPC and the IFTA Clearinghouse. As described earlier, IFTA submissions and processing are manual, labor-intensive processes. The operational scenarios for the IFTA application consist of the following high-level tasks:

- Automated processing of new applications;
- Automated processing of renewal and supplemental applications; and
- Sending information to the IFTA Clearinghouse electronically.

The following steps describe in general terms how electronic transactions will be handled:

1. Using a web browser, the customer signs on to the California IFTA application.
2. The customer applies for a license, renewal, or additional decal(s).
3. System performs edits and status checks using information from CVIEW.
4. System processes the application and calculates the amount due.
5. System sends an electronic invoice; carrier submits fees due in an appropriate manner (e.g., ACH credit or debit).
6. System releases license for printing on the State's or customer's system and/or issues decal(s) that are mailed out.
7. After the credential has been issued the system sends the updated information to CVIEW so that it may be incorporated into the overall carrier and vehicle snapshots.
8. System sends updates on tax information and fee payments (transmittals) to the IFTA Clearinghouse once a month.

Lead (host) Agency: California Board of Equalization

Participating Agencies:

California Highway Patrol
California Department of Motor Vehicles
California Department of Transportation

Core CVISN Requirements (from Table 3–5) Addressed by Project:

Credentials Administration

- **Automated processing of IFTA**
- **At least 10 percent of the transaction volume will be handled electronically**

(For specific item-by-item, please refer to the Summary of Systems to Perform Required Core CVISN Functionality)

2.4 High-Level Requirements for Program Plan/Top-Level Design

The Commercial Vehicle Information Systems and Networks Operational and Architectural Compatibility Handbook (COACH) documents the high-level requirements established by FMCSA for states' CVISN top-level design. California's CVISN team has carefully examined the guiding principles, operational concepts, institutional framework, and design principles contained in the COACH Part 1.

California is fully committed to all COACH requirements.

3. SYSTEM DESIGN

3.1 Architecture Overview

The proposed architecture for California's Core CVISN implementation is shown in Appendix A with the corresponding host computers and networks. New or modified systems are highlighted in blue.

3.2 Description of System Components

The following are the Core CVISN systems that are currently in place in California:

- **International Registration Plan.** The IRP system is based on mCarrier and is a web-based system operating at California Technology Agency's OTECH under DMV guidance. The system complies with IRP, Clearinghouse, and PRISM requirements and has (unimplemented in California) Common Customer, CVIEW, and IFTA capabilities. While this system is currently used for IRP vehicles only, DMV realizes the opportunities to apply CVIEW data for intrastate operations, though any such actions in the future.
- **International Fuel Tax Agreement.** The proposed IFTA system will be a web-based application that is capable of processing all IFTA transaction types and will provide a link from IFTA to RPC or its equivalent for the filing of quarterly fuel tax returns. It will utilize carrier safety, credentialing and PRISM data extracted from CVIEW before issuing a credential. It will supply CVIEW any new or revised carrier and vehicle information on a nightly basis and will also send information to the IFTA Clearinghouse via a flat file.
- **Oversize/Overweight Permitting.** Caltrans uses an internal information system, STARS, to support its permitting functions. Currently, motor carriers are not able to submit permit applications electronically.
- **Roadside Inspections.** The CHP is responsible for inspecting commercial motor vehicles within the State. Officers are equipped with laptops that are equipped with ASPEN or an equivalent. Information is either wirelessly transmitted to the SAFER Data Mailbox after an inspection is performed¸ or is batched for subsequent transmittal to SAFER via SAFETYNET. Weight enforcement is centered on the use of portable WIM and static scales at fixed inspection facilities. Future plans include procurement of mobile electronic screening units and direct access to safety and credentialing information from CVIEW.
- **Compliance Reviews/Biennial Inspection of Terminal.** Section 34501.12 of the CVC requires any person or organization directing the operation of certain trucks and/or trailers to participate in the BIT Program[3]. During a BIT inspection, Motor Carrier Specialists review four general inspections categories:
    - Maintenance Program and Records;

[3] Department of California Highway Patrol, CHP 800H (REV 08-07) OPI 062. http://www.chp.ca.gov/publications/pdf/chp800h.pdf

- Driver Records;
- Regulated Equipment; and
- Hazardous Material.

As a result of a BIT inspection, one of three ratings can be assigned to a terminal: satisfactory; conditional, and unsatisfactory. Terminals that are rated as satisfactory will be inspected again within 25 months. Conditional-rated terminals will be re-inspected within six months. Terminals that are rated as unsatisfactory are re-inspected within 120 days. Three information systems MISTER, as well as an Access database, and a Windows application currently support the State's BIT program.

3.3 Project Design Elements

California has identified three projects in this Program Plan/Top-Level Design. New systems will be deployed through these projects. The systems are described below.

3.3.1 Commercial Vehicle Information Exchange Window

CVIEW will serve as the data warehouse for all commercial vehicle information in the State. It will contain credentialing information from State-based systems and data from the national SAFER and PRISM systems. The interface to a state credentialing system will be to provide that system with safety and other credential status information prior to the credential being issued. After a credential has been issued the data relevant to the credential is then passed to CVIEW from where it is accessible to all other systems.

The following table delineates the interfaces that will be supported by CVIEW. Interfaces to the SAFER and PRISM systems are dictated by existing standards as defined in the SAFER ICD, the COACH, and other documents such as the PRISM procedural manual. Interfaces to state credentialing systems will be accomplished via Web services using XML as the data passing mechanism.

Table 3–1: Table of System Interfaces

Source System	Destination System	Interface Type
IRP	IRP Clearinghouse	Flat file
IRP	CVIEW	XML
CVIEW	IRP	XML
CVIEW	SAFER	XML
SAFER	CVIEW	XML
Sensor/Driver Communications	Vehicle Transponder	DSRC
System 'x'	System 'y'	interface

The following figures show key interfaces and views that will be supported by CVIEW. Interfaces to the SAFER and PRISM systems are dictated by existing standards as defined in the SAFER ICD (9.2, draft), the COACH, and other documents such as the PRISM procedural manual. These views will be updated as the California CVIEW project requirements and CVISN architecture are progressively elaborated during 2013.

Figure 1. Initial California CVIEW (December, 2013 target)

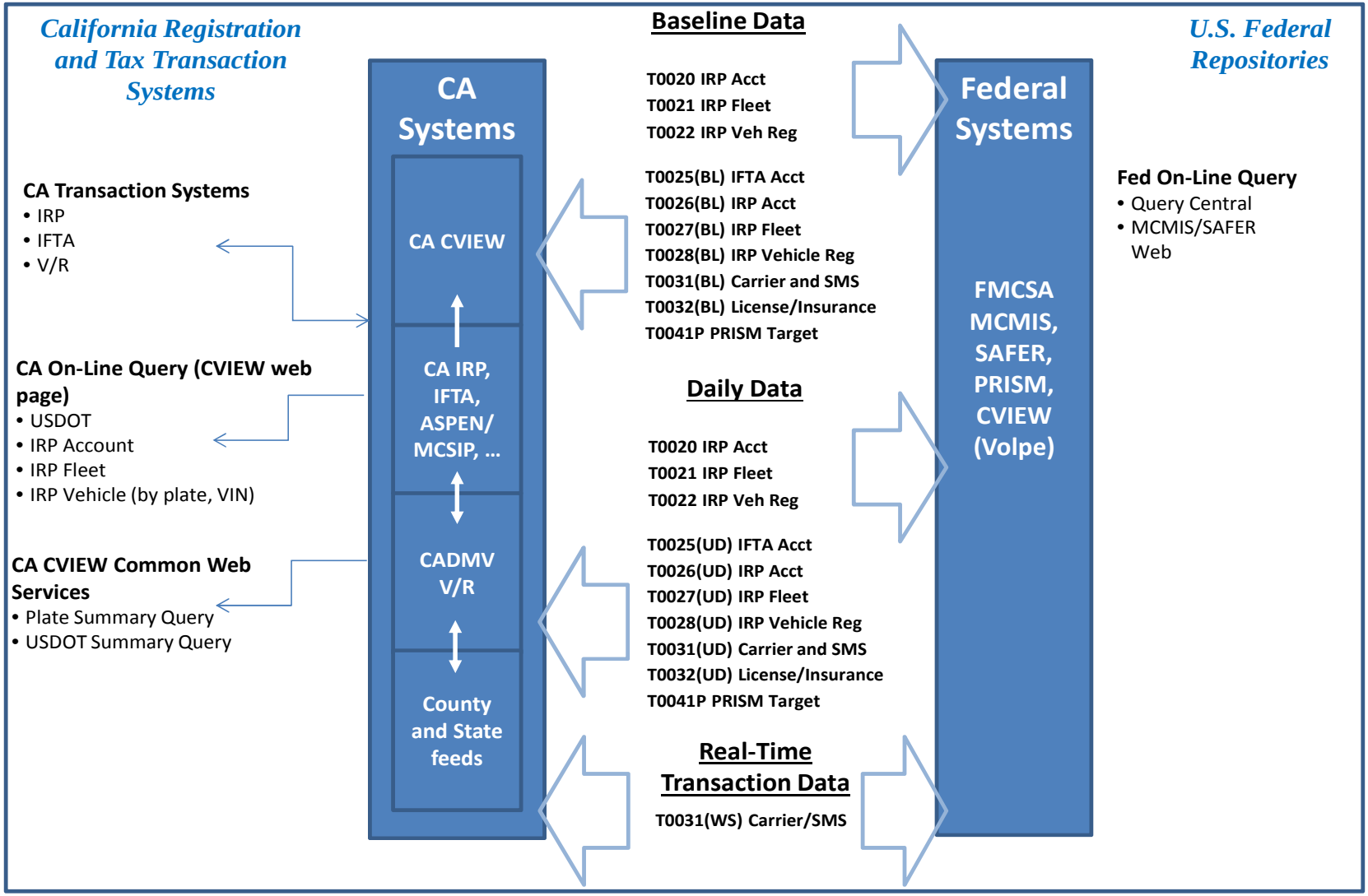
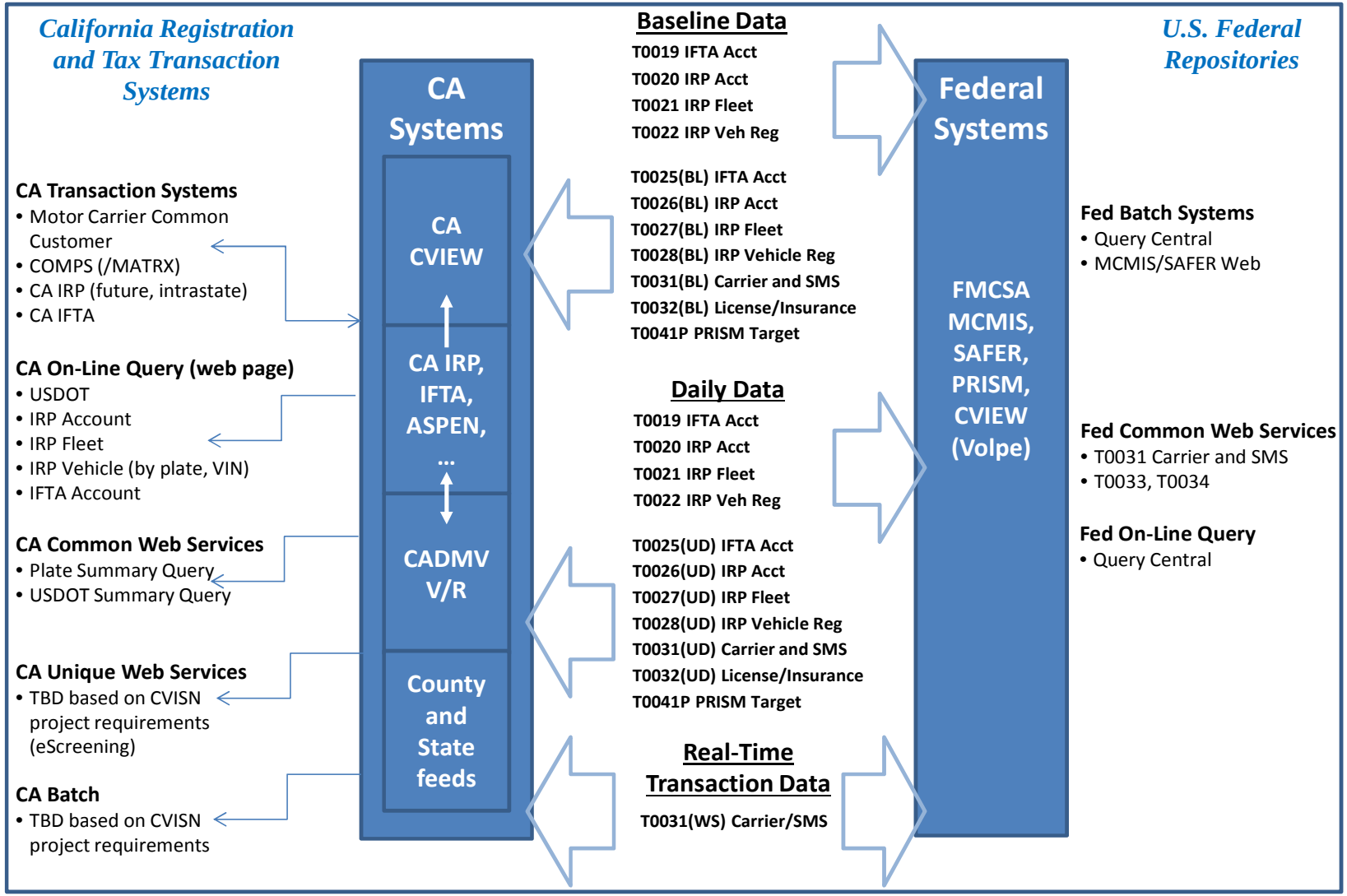


Figure 2. California CVIEW v02 (2014 target)



3.3.2 International Fuel Tax Agreement System

The existing IFTA system will be replaced by a new, web-based application. The customer facing part of the system will allow licenses and decals to be obtained over the Internet. In addition, a link will be provided to the RPC to allow carriers to electronically file their quarterly fuel tax returns. The new IFTA system will be introduced in three phases. The first phase will allow carriers to enter the necessary information via the Internet. This facility will only capture the data that is specified on the current paper-based form and will not encompass any interfaces to other systems. The second phase will extend the form data capture to include automated processing of the captured application information and other enhanced functionality, and interfaces to CVIEW to exchange credentialing and safety information and the IFTA Clearinghouse. The third phase will provide a link to the RPC so that carriers can electronically file their quarterly fuel tax returns.

The interfaces that will be supported by the IFTA system are shown in the table below.

Exhibit 3-2. International Fuel Tax Agreement Systems Interfaces

Source System	Destination System	Interface Types
End User	IFTA	
IFTA	End User	HTML
IFTA	IFTA Clearinghouse	Flat file
IFTA Clearinghouse	IFTA	Flat file
IFTA	CVIEW	XML
CVIEW	IFTA	XML

3.3.3 International Registration Plan System

The existing client-server IRP system will be replaced by a new web-based application. The new system will allow carriers to apply for new, renewal, and supplemental registrations over the Internet. The system will include an interface to a CVIEW that is PRISM compliant and allows PRISM information to be exchanged, and is CVISN compliant to allow for the exchange of credentialing and safety information. In addition, the system will exchange information with the IRP Clearinghouse.

The following table depicts the interfaces that will be supported by the IRP system.

Table 3-3. International Registration Plan Systems Interfaces

Source System	Destination System	Interface Types
End User	IRP	
IRP	End User	HTML
IRP	IRP Clearinghouse	Flat file
IRP Clearinghouse	IRP	Flat file
IRP	CVIEW	XML
CVIEW	IRP	XML

3.4 Summary of System Changes

The following are the changes that have been identified for near-term project work, as related to CVISN.

Table 3-4. Summary of System Changes

System	Description of Modifications Required	No Change	Change	Buy	Build
CVISN Portal	Application that provides a one-stop shopping experience for access to all California CVISN applications and user authentication for electronic tax filing through the RPC's e-File application		L		
IFTA	New application that provides web-based credentialing. The new system will support the use of PRISM information.		L	X	
IRP	New application that provides web-based credentialing. The new system will support the use of PRISM information.		L	X	
OS/OW	New application that provides web-based credentialing and other enhanced functionality		M	X	
CVIEW	New application that will house credentialing and safety information with interfaces to State systems and national SAFER and PRISM systems		L	X	
Electronic Screening	System that provide mobile electronic screening of transponder-equipped trucks on the mainline, with safety and credentials checks and real-time weight verification at selected locations	X			

Table 3-5 below documents which system(s) will perform which functions in order to satisfy the Core CVISN requirements. In some cases, more than one system will support a function.

Table 3-5. Summary of Systems to Perform Required Core Commercial Vehicle Information Systems and Networks Functionality

Required Core CVISN Functionality	System(s) to Perform Required Function
State Safety Information Exchange and Safety Assurance Systems	
Use ASPEN (or equivalent) at all major inspection sites.	ASPEN
SAFETYNET submits interstate and intrastate inspection reports to SAFER.	SAFETYNET
Implement the Commercial Vehicle Information Exchange Window (CVIEW) (or equivalent) system for exchange of intrastate and interstate data within state and connection to SAFER for exchange of interstate data through snapshots. - OR -	CVIEW
Utilize the SAFER option for exchange of inter- and intrastate data through snapshots.	N/A
State Commercial Administration Systems	
Support electronic credentialing (electronic submission of applications, evaluation, processing, and application response) for International Registration Plan (IRP).	IRP
Proactively provide updates to vehicle snapshots as needed when IRP credentials actions are taken. [i.e., legacy system provides eXtensible Markup Language (XML) transactions to CVIEW or equivalent, which updates SAFER]	IRP, CVIEW
Proactively provide updates to carrier snapshots as needed when IRP credentials actions are taken. (i.e., legacy system provides XML transactions to CVIEW or equivalent, which updates SAFER)	IRP, CVIEW
Provide IRP Clearinghouse with IRP credential application information (recaps).	IRP
Review fees billed and/or collected by a jurisdiction and the portion due other jurisdictions (transmittals) as provided by the IRP Clearinghouse.	IRP
Support electronic state-to-state fee payments via IRP Clearinghouse.	IRP
Support electronic credentialing (electronic submission of applications, evaluation, processing, and application response) for International Fuel Tax Agreement (IFTA) registration.	IFTA
Proactively provide updates to carrier snapshots as needed when IFTA credentials actions are taken or tax payments are made. (i.e., legacy system provides XML transactions to CVIEW or equivalent, which updates SAFER)	IFTA, CVIEW
Support electronic tax filing for IFTA quarterly fuel tax returns.	IFTA
Retrieve IFTA tax rate information electronically from IFTA, Inc.	IFTA

Required Core CVISN Functionality	System(s) to Perform Required Function
Provide IFTA Clearinghouse with IFTA credential application information using available interface.	IFTA
Provide information on taxes collected by own jurisdiction and the portion due other jurisdictions (transmittals) to the IFTA Clearinghouse using available interface.	IFTA
Download for automated review the demographic information from the IFTA Clearinghouse.	IFTA
Download for automated review the transmittal information from the IFTA Clearinghouse.	IFTA
State Electronic Screening Systems	
At one or more sites, provide electronic mainline or ramp screening for transponder-equipped vehicles, and clear for bypass if carrier and vehicle were properly identified and screening criteria were passed.	PrePass
Follow Federal Highway Administration guidelines for Dedicated Short-Range Communications equipment.	PrePass
Use snapshots updated by a SAFER/CVIEW subscription in an automated process to support screening decisions.	ROC, CVIEW
Accept each qualified vehicle already equipped with a compatible transponder into your e-screening program without requiring an additional transponder.	PrePass
Enable the carrier to share information about the transponder that you issue with other jurisdictions, e-screening programs, or agencies.	PrePass
Carrier enrollment: Collect from the carrier a list of jurisdictions and/or e-screening programs in which it wishes to participate. Inform those jurisdictions and/or e-screening programs.	PrePass
Vehicle enrollment: Collect from the carrier a list of the vehicles for each jurisdiction and/or e-screening program. Inform those jurisdictions and/or e-screening programs.	PrePass
Record transponder number and default carrier identification (ID) for each vehicle that intends to participate in e-screening.	PrePass
Share carrier ID for each carrier that intends to participate in e-screening with other jurisdictions and/or e-screening programs as requested by the carrier.	CVIEW, PrePass
Share transponder number and default carrier ID for each vehicle that intends to participate in e-screening with other jurisdictions, e-screening programs, or other agencies as requested by the carrier.	CVIEW, PrePass
Verify credentials/safety information with authoritative source prior to issuing citation.	CVIEW, IRP, IFTA, STARS

3.5 System Testing

The testing of CVISN software systems in California will follow current State practices. At a minimum each system will address the following testing phases:

- Proof of concept – Validate work flow with end users;
- Unit test – Verify that individual components work. This is considered to be part of the overall software development effort;
- Integration test – Verify that the individual components work together with all interfaces;
- Acceptance test – Verify that the user interface and all components behave as expected for a range of data inputs as would be expected to be entered by end users; and
- Pilot test – Performed by selected end users. This is done in parallel with the system to be replaced (if one exists).

Interoperability tests will be performed to determine if two systems that have a defined interface between them are successfully passing the desired information. At least one test will be performed for each interface that exists. For interfaces between systems such as CVIEW and SAFER, certification testing will be performed according to the SAFER Interface Certification Procedures document available on the CVISN Website. Final documentation of Core CVISN capabilities will be documented according to the CVISN Core Capability Checklist found in the COACH Part 1, Appendix A. Each project team is responsible for defining the quantitative means to measure the progress of the testing effort and what constitutes its successful completion. A test plan will be generated for each system. The purpose of the test plan is to document the testing process, methodology to be utilized, approach for developing and maintaining test data, testing tools used, recording of testing results, tracking and resolution of defects, and test schedule.

With the appropriate State agency in the lead (such as DMV for IRP), California will plan and conduct testing as required for each particular component. For example, in the case of IRP, DMV will continue to submit cab cards for certification and will continue to engage both FMCSA and California Technology Agency resources for PRISM/SAFER connectivity certifications.

The testing for CVIEW is, by nature, both extensive and iterative, and is a major coordination effort. The California CVISN Working Group will plan, coordinate, oversee, and document the testing regimen.

4. PROCUREMENT STRATEGY/PRODUCTS

California has published policies regarding these procurements and request permission from other state agencies. The California Department of Finance is responsible for review and approval of Information Technology (IT) project proposals and their associated funding. Departments must obtain required approval as appropriate before an IT procurement cycle may begin.

The Department of General Services (DGS) has statutory responsibility for procurement of all IT goods and services, including approval of the acquisition methods used and the establishment and interpretation of related procedures. The Procurement Division (PD) was established within the DGS to provide oversight, guidance, and direction to departments in all aspects of IT procurement. Departments are required to participate during the procurement process. The DGS is responsible for the overarching procurement policy that sets forth the methods and procedures to be used to procure all goods and services in the State, including IT goods and services.

Pursuant to Public Contract Code section 12104(a), the DGS/PD has established the State Contracting Manual, Volume 3 which contains IT acquisition policies, procedures, and methods and is available on the Internet at www.pd.dgs.ca.gov/polproc/default.htm. The DGS also has statutory authority to delegate IT purchasing authority to those departments demonstrating the capability to make purchases that adhere to State statutes, regulations, policies, and procedures.

Table 4-1. Summary of Procurements

Procurement Item Group	Description of Procurement	Procurement Item	Category	Contracting Approach		Procurement Leader	Earliest Date Procurement Anticipated
				Type	Method of Award		
Safety	CVIEW	CVISN and PRISM compliant CVIEW and associated operation and maintenance costs	Software development / hardware and communications	Purchase Order	RFP	CHP	2013
	Systems interface to/from CVIEW	Development of interfaces State's IRP and IFTA systems	Software development / hardware and communications	Purchase Order	RFP	CHP	2013
Credentials	IRP System	New web-based IRP application to interface with IRP Clearinghouse	Software development / Professional Services	New contract	RFP	DMV	2014
	IFTA System	New web-based IFTA application to interface with IFTA Clearinghouse	Software development / Professional Services	New contract	RFP	BOE	2014

5. PROGRAM SCHEDULE

Timelines for projects (start to finish) including project phases are shown, but only completion dates are shown for milestones associated with the projects. Additional information will be added to the schedule when factors such as the selected vendor, the nature of the system that is available, the amount of customization needed to satisfy each agency's specific needs, available resources, etc., are known. Attempting now to provide a greater level of detail than is presently shown will produce a schedule that is out-of-date soon after it is submitted.

The State's CVISN activities began in 1996 with CVISN training activities and the onset of development of this Program Plan/Top-Level Design.

California's CVISN program schedule is shown in Table 5-1.

Table 5-1. California's CVISN Program Schedule.

Project	2012	2013		2014	
	Oct–Dec	Jan–Jun	Jul–Dec	Jan–Jun	Jul–Dec
CVIEW					
Wireless Communications (Roadside Connectivity to CVIEW / SAFER)					
IRP Web-based Credentialing					
IFTA Web-based Credentialing					

6. FUNDING RESOURCES AND PROGRAM BUDGET

Cost estimates and anticipated sources of funds for the CVISN projects are shown in Table 6-1. The budget summary shows total deployment costs, anticipated funding sources, and estimated annual operations and maintenance costs for the projects. Total estimated hours of State personnel (e.g., CVISN project manager, system architect, and individual project managers) are shown.

Implementations of the three projects are estimated to cost $200,000. Federal CVISN funds in the amount of $1,068,934.00 were awarded to California as part of its federal fiscal year (FFY) 1996 CVISN Deployment grant and $100,000.00 as part of its FFY 2008 CVISN grant, for a grand total of $1,168,934.00 in federal funds. Indirect matching funds will be applied from the CHP's staff salaries of personnel who are involved with the development, deployment, and maintenance of the Core CVISN components, which is a necessary precursor to the IRP project and directly related to the State's CVISN program.

Table 6-1. Budget Summary

CVISN Project / Task Area	Total Deployment Costs	State Staff Resources (Hours)	CVISN Grant Funds	Direct State Matching Funds	Indirect State Matching Funds
Safety Project					
CVIEW	$100,000	0	$100,000		
Credentials Projects					
IRP System	$50,000	1100	$50,000		
IFTA System	$50,000	1200	$50,000		

Total, All Projects	$200,000		$200,000		$200,000
State Funds Eligible as Match - Salaries	$200,000			$200,000	
CVISN Grant Funds Requested	$200,000				

7. DESIGN AND DEPLOYMENT ISSUES

California has identified important issues that need attention and/or resolution before full CVISN deployment can be completed. The issues are briefly discussed below.

California's complexity is high, deriving from the size/diversity of the State. This often poses policy and technical obstacles. Although California has taken care to address these in the plan, details will evolve and be solved by the Project Team.

The purchasing of the CVIEW has many requirements and approvals needed to complete the acquisition. If the purchase is not made by the deadline, this could delay the deployment of CVIEW.

APPENDIX A.
EXAMPLES FOR REFERENCE

Exhibit 1: Organizational Chart

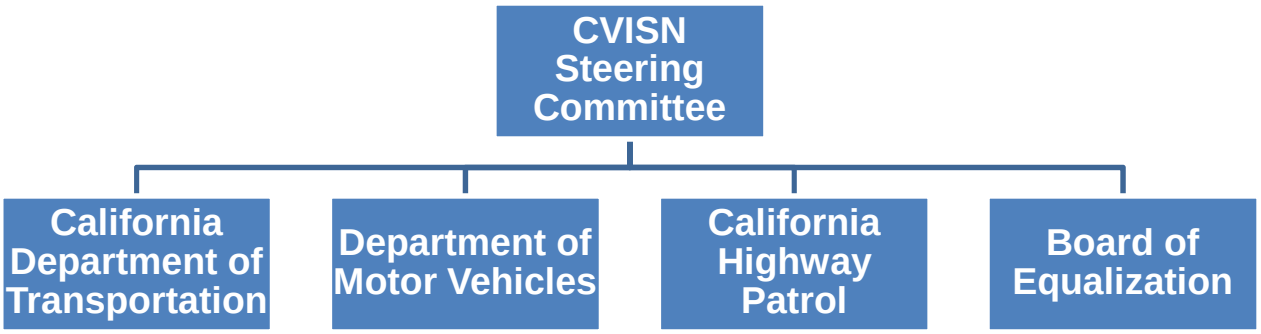


Exhibit 2: Proposed California Commercial Vehicle Information Systems and Networks Systems

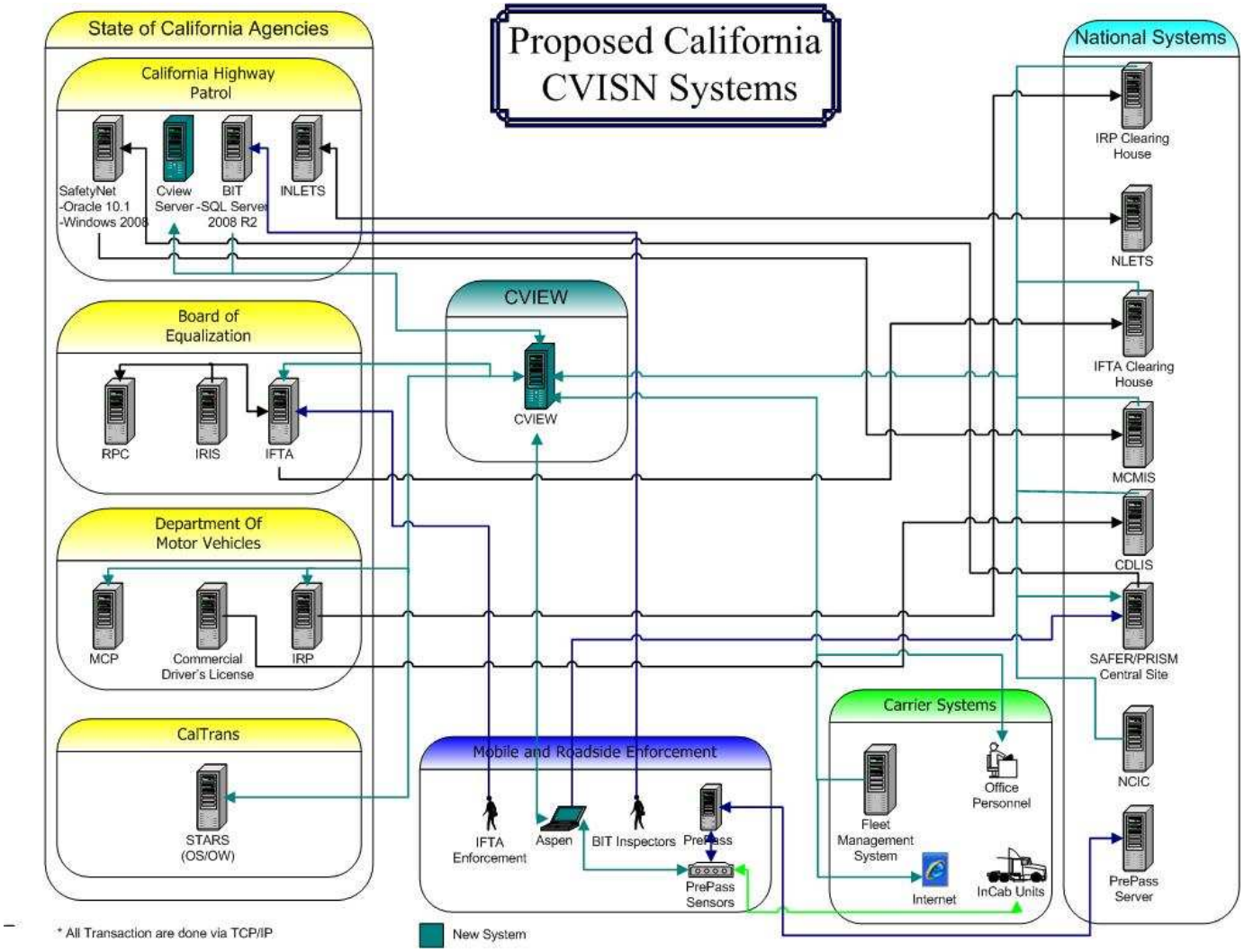


Exhibit 3: Proposed California Commercial Vehicle Information Systems and Networks Network

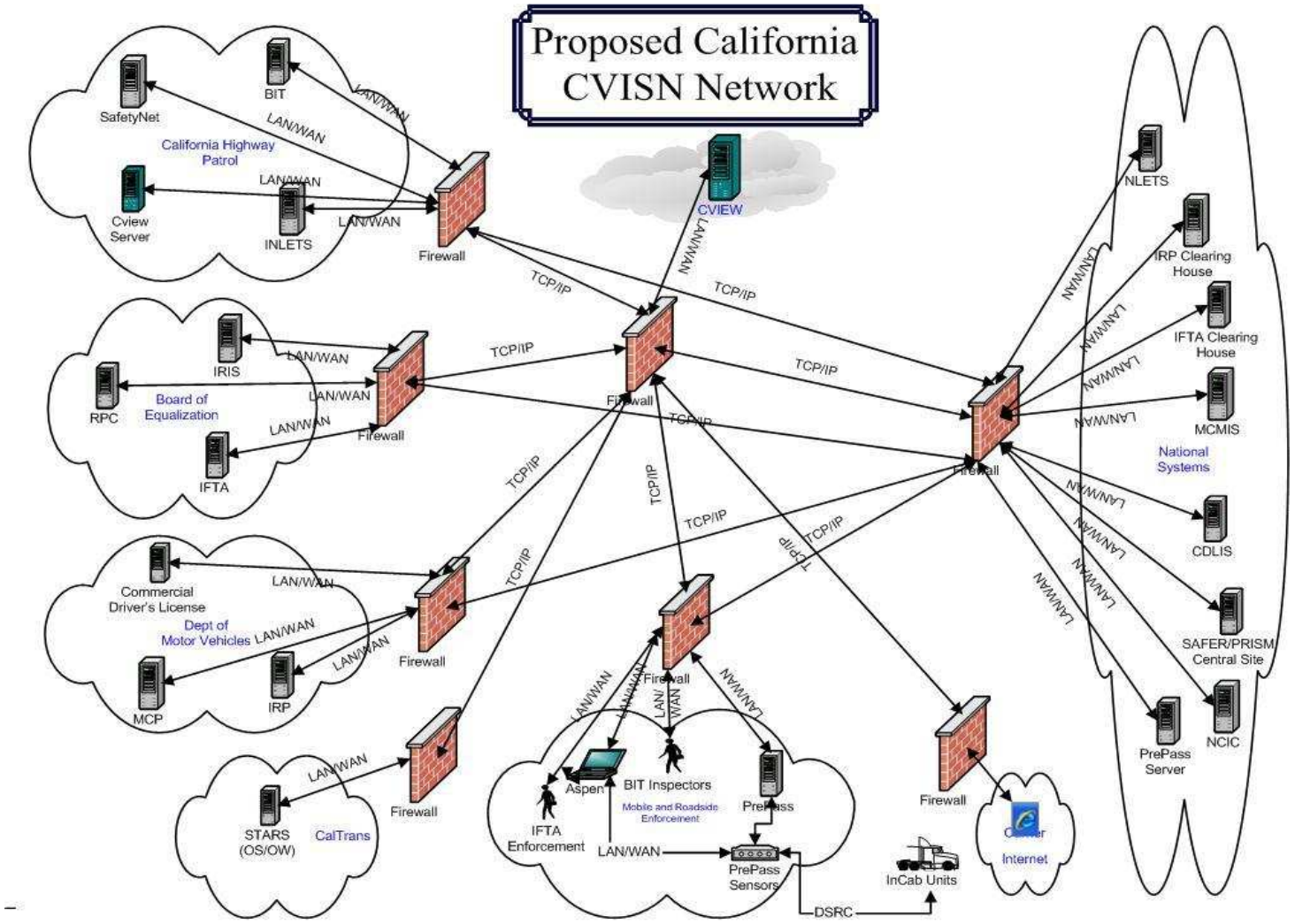
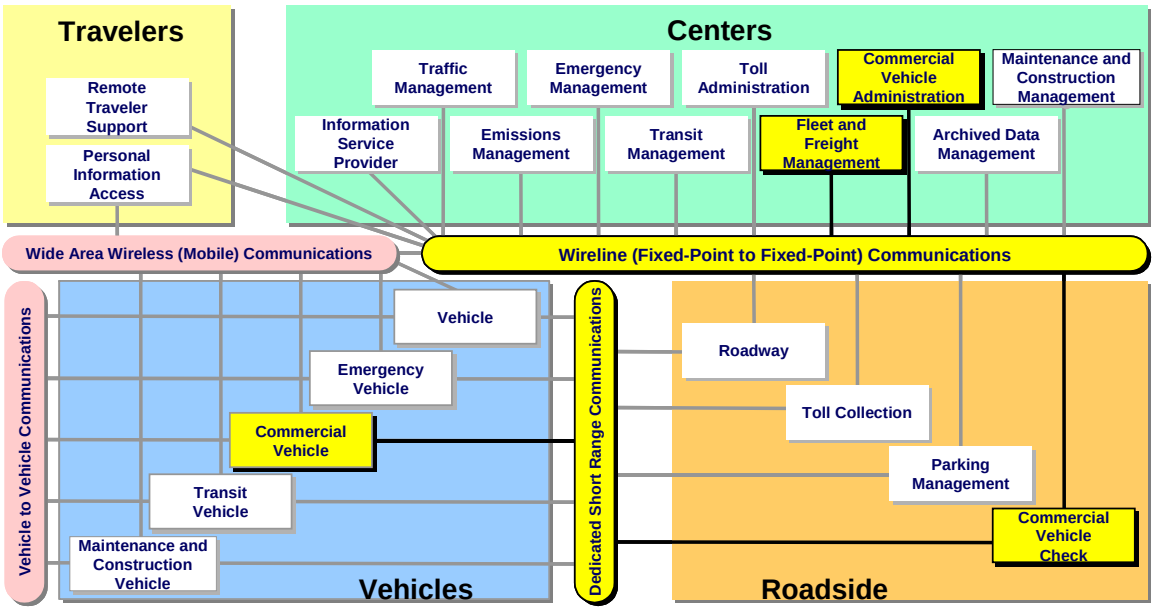


Exhibit 4: Example Architecture Description

The National Intelligent Transportation Systems (ITS) Architecture is comprised of four classes of systems: *Traveler*, *Center*, *Vehicle*, and *Roadside*. These four classes are further divided into 21 subsystems, four of which are most pertinent to California CVISN core activities (*Commercial Vehicle*, *Commercial Vehicle Check*, *Commercial Vehicle Administration*, and *Fleet and Freight Management*), and are highlighted in yellow in Figure 2, found in California's FMCSA-approved Top-Level Design.

The National ITS Architecture has also identified four communication media types to support the communications requirements between the 21 subsystems: *wireline* (fixed-to-fixed), *wide area wireless* (fixed-to-mobile), *dedicated short-range communications* (fixed-to-mobile), and *vehicle-to-vehicle* (mobile-to-mobile). The communications media and interfaces between the architecture's 21 subsystems are also depicted in this same diagram. Future versions of the California CVISN architecture will need to provide information flows to other subsystems such as *Archive Data Management*, *Personal Information Access*, *Emergency Management*, and *Toll Administration*.

Figure 1: National Intelligent Transportation Systems Architecture Physical Subsystems



The interaction between these subsystems is specified in the National ITS Architecture through *Architecture Flow*s. The National ITS Architecture defines a total of 311 flows; California's CVISN architecture uses 26 of these flows, with many flows used multiple times. These architecture flows are described in the following table.

Table 2: National Institute of Traffic Safety Administration Architecture Flow Identifiers

Flow identifier	Flow name
A1	accident report
A2	audit data
A3	citation
A5	compliance review report
A6	credential application
A7	credential fee coordination
A8	(full) credentials information
A9	credentials status information (snapshot data)
A10	CVO inspector information
A11	CVO inspector input
A12	CVO weight and presence
A13	daily site activity data
A14	electronic screening request
A15	pass/pull-in
A16	payment request
A17	request tag data
A18	safety inspection report
A19	safety status information
A20	screening event record
A21	tag data
A22	tax filing
A23	transaction status
A24	violation notification

Market packages have been developed to assist users of the National ITS Architecture, identifying pieces of the National ITS Architecture required to implement a particular transportation service. These market packages are tailored to fit, separately or in combination, to address real world transportation problems and needs. They show the architecture flows that connect the entities together and with other important external systems.

The California CVISN architecture has been developed using four ITS market packages as the foundation. Descriptions for the base market packages are given below.

Electronic Clearance (CVO3)

This market package provides for automated clearance at roadside check facilities. The roadside check facility communicates with the Commercial Vehicle Administration subsystem to retrieve infrastructure snapshots of critical carrier, vehicle, and driver data to be used to sort passing vehicles. This allows a good driver/vehicle/carrier to pass roadside facilities at highway speeds using transponders and dedicated short range communications to the roadside. Results of roadside clearance activities will be passed on to the Commercial Vehicle Administration. The roadside check facility may be equipped with Automated Vehicle Identification (AVI), weighing sensors, transponder read/write devices and computer workstations.

CV Administrative Processes (CVO4)

This market package provides for electronic application, processing, fee collection, issuance, and distribution of CVO credential and tax filing. Through this process, carriers, drivers, and vehicles may be enrolled in the electronic clearance program provided by a separate market package, which allows commercial vehicles to be screened at mainline speeds at roadside check facilities. Through this enrollment process, current profile databases are maintained in the Commercial Vehicle Administration subsystem and snapshots of this database are made available to the roadside check facilities at the roadside to support the electronic clearance process.

Weigh-In-Motion (CVO6)

This market package provides for high speed weigh-in-motion with or without Automated Vehicle Identification (AVI) capabilities. This market package provides the roadside equipment that could be used as a stand-alone system or to augment the Electronic Clearance (CVO3) market package.

Roadside CVO Safety (CVO7)

This market package provides for automated roadside safety monitoring and reporting. It automates commercial vehicle safety inspections at the roadside check facilities. The capabilities for performing the safety inspection are shared between this market package and the On-Board CVO Safety (CVO8) Market Package, which enables a variety of implementation options. The basic option, directly supported by this market package, facilitates safety inspection of vehicles that have been pulled in, perhaps as a result of the automated screening process provided by the Electronic Clearance (CVO3) Market Package. In this scenario, only basic identification data and status information is read from the electronic tag on the commercial vehicle. The identification data from the tag enables access to additional safety data maintained in the infrastructure, which is used to support the safety inspection, and may also inform the pull-in decision if system-timing requirements can be met. More advanced implementations, supported by the On-Board CVO Safety (CVO8) market package, utilize additional on-board vehicle safety monitoring and reporting capabilities in the commercial vehicle to augment the roadside safety check.

For a physical architecture, the National ITS Architecture identifies two different types of entities, subsystems and terminators, where terminators represent the boundary of the architecture. The National ITS Architecture defines 71 terminators; California CVISN Architecture has four terminators, the human and sensor elements, among its existing CVISN elements. Table 4, found in California's Top-Level Design (again, modified to show CVE–3 and OASIS rather than SIDS), shows the mapping of the California CVISN elements to the National ITS Architecture subsystems and terminators.