

IDAHO

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

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 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
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- 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.

**Idaho State Police Mission Statement:**

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

Commercial Vehicle Safety Section Mission Statement:

Reducing the number of commercial vehicle crashes on Idaho roadways.

3 - MCSAP Structure Explanation

Instructions:

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

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

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

The CVS Program is operated and managed by Captain Tim Horn. There are 22 full time enforcement positions/CVS Specialists (FTE's), 4 support/professional positions and one financial specialist (1/3 time), assigned to the program. All enforcement positions assigned to the program are certified law enforcement officers, as required by Idaho Code. All CVS Specialists are also CVSA Level I-VI trained/certified.

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

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

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

4 - MCSAP Structure**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	IDAHO STATE POLICE, COMMERCIAL VEHICLE SAFETY
Enter total number of personnel participating in MCSAP activities	26
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	22
Traffic Enforcement Activities	22
Investigations*	16
Public Education and Awareness	22
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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 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: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	35	33	35
01/01/2015	12/31/2015	34	24	34
01/01/2014	12/31/2014	25	35	25
01/01/2013	12/31/2013	36	14	36
01/01/2012	12/31/2012	15	25	15

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016			
01/01/2015	12/31/2015	1	0	1
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	1	0	1
01/01/2012	12/31/2012	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	2	0	2
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	1	0	1
01/01/2012	12/31/2012	1	0	1

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

Crash Data: Idaho Office of Highway Safety CARS Data, 1/1/2012 through 7/17/2017. Retrieved: 7/17/2017 Motor coach / Passenger Carrier Data: A&I On-Line Data, Crash Statistics, Busses, Data Snapshot 6/30/2017. Data was not available for 1/1/16-12/31/16. Hazardous Materials Data: A&I On-Line Data, Crash Statistics, HM Report Data Snapshot 6/30/2017

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

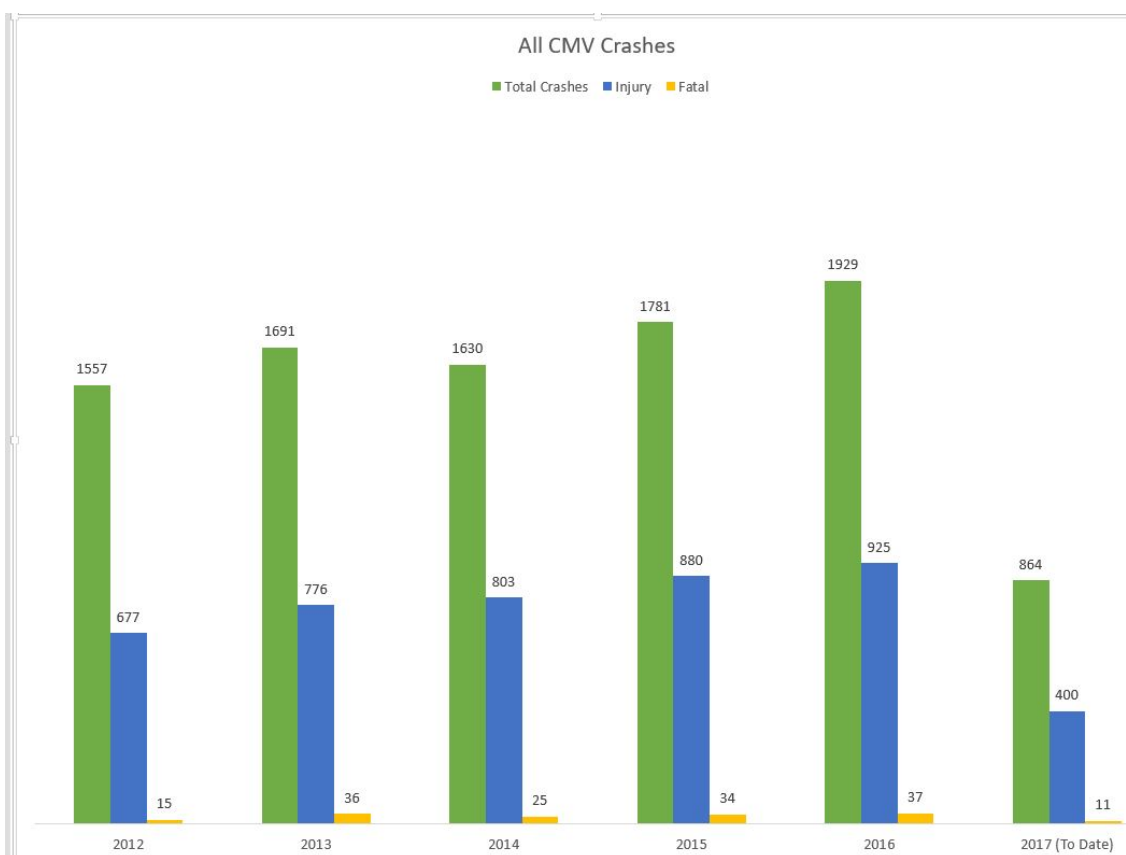
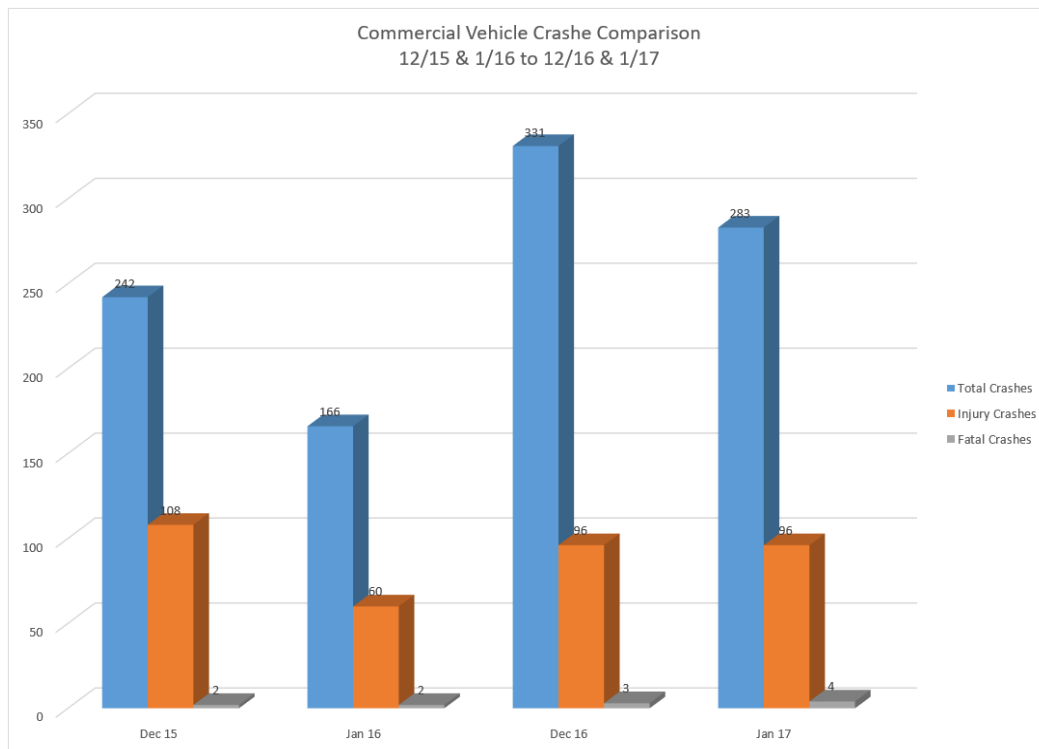
CVS has worked for several years to set realistic and achievable crash reduction goals. One of the biggest challenges was and continues to be identifying risk factors that can be addressed by the CVS Program. The low population in Idaho, combined with the high number of road and highway miles make data analysis difficult. The low numbers of commercial vehicle crashes in Idaho add to the problem and make it impossible to determine if an identifiable safety risk exists, or if it is a weather related or other short term anomaly that will disappear without any type of intervention in a short period of time.

An additional challenge to implementing effective crash reduction strategies is the location of many commercial vehicle crashes. A review of the locations where the highest numbers of commercial vehicle crashes occurred from 2012-2017 (to date), showed that of the top 50 locations each year, the majority, (more than 75%) were located within city limits. In Idaho, local law enforcement agencies do all traffic enforcement and respond to all crashes that occur in cities, with the exception of violations or safety hazards observed by other officers. In an effort to maintain effective working relationships with local law enforcement agencies, the Idaho State Police respect the local jurisdictions and respond to or provide assistance only when requested.

Of the remaining 25% of the top locations where commercial vehicle crashes occur, the total number of crashes in each location was two (2) or less.

Because of the challenges described and in an effort to develop an effective crash reduction strategy, the goals and measurements have continued to evolve and change, to better address safety risks and identify achievable results.

Presently, commercial vehicle crash rates have increased in Idaho, in spite of the education and enforcement efforts CVS has implemented. Severe weather effected commercial vehicle crashes more this year than in previous years. The record winter snowfall in 12/2016 and 1/2017 increased commercial vehicle crashes over 36% from the same period in the previous year. Fatal crashes were also up during that period by approximately 43%. (See charts below).



The other factor contributing to the increased crash rates in Idaho are fewer Idaho State Police Patrol Officers available for traffic enforcement and other proactive law enforcement activities. From 2008-2011, the Idaho State Police was forced to eliminate and/or leave

several positions unfilled due to budget hold backs and shortfalls. Since that time, ISP has worked to increase the number of patrol officers across the state. Additional personnel have been hired, however; the training process is lengthy. The field training process for new patrol officers alone is a minimum of three (3) months and requires an additional patrol officer being taken away from traffic enforcement to train the new officer. Because it takes time to hire and train quality personnel, it will be 2019 before ISP is back or close to pre 2008 enforcement personnel rates.

In 2017, the Idaho Trucking Association approached the Idaho Legislature and proposed increasing the number of CVS Specialists in Idaho. For the first time in many years, CVS received the full support of the Idaho State Senate, who proposed and passed adding two (2) additional Commercial Vehicle Safety Specialists to the CVS Program. These positions were added by the Senate without a formal request from ISP, suggesting they see the value of and support the CVS Program in Idaho. CVS is optimistic that having continued support from the Idaho Legislature will increase both the number of CVS Specialists available for MCSAP activities and the number of ISP Patrol Officers available to conduct traffic enforcement and other safety activities.

Some progress has been demonstrated in the high crash corridors identified in previous CVSP's. The total number of fatal crashes occurring in the high crash corridors is very low, less than one (1), per year. (See tables below).

Commercial Vehicle Crashes on I-90

	Injury Crashes	Fatal Crashes	Total Crashes
2012	5	0	14
2013	2	0	12
2014	3	0	9
2015	8	0	14
2016	9	0	19
2017 (to date)	4	0	8

Commercial Vehicle Crashes on I-84 (Ada and Canyon Counties)

	Injury Crashes	Fatal Crashes	Total Crashes
2012	14	0	34
2013	19	1	46
2014	40	0	45
2015	50	0	52
2016	21	1	29
2017 (to date)	13	0	14

Based on the current rate of crashes in 2017, CVS expects to meet some of the crash rate reduction goals set in the previous fiscal year.

Less than 30 fatal commercial vehicle crashes statewide.

Less than 16 total commercial vehicle crashes on I-90.

Less than 40 total commercial vehicle crashes on I-84.

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

Based on the information available through A&I On-Line, CVS has no specific hazardous materials crash reduction goals, due to the low number of hazardous materials crashes in Idaho.

Narrative Overview for FY 2018

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.

CVS has determined that commercial vehicle crash rates have significantly increased in some areas due to road construction. In recent months, (previous 18), the rates in one area have gone from two (2) crashes during the same period in 2016, to 19 crashes including two (2) fatalities during the same period in 2017.

Enter the data source and capture date:

Idaho Office of Highway Safety CARS Data, 2012-2017 (to date) Idaho Office of Highway Safety, Idaho Traffic Crashes, 2015 <http://apps.itd.idaho.gov/apps/ohs/Crash/15/Analysis2015final.pdf>

Projected Goal for FY 2018

Enter Crash Reduction Goal:

Crash reduction goals for FY 2018: Monitor work zone/construction crash rates. Develop and implement safety strategies if possible to reduce the number of commercial vehicle crashes occurring in work zones/construction areas. In addition, CVS will continue monitoring the high crash areas previously identified and work to maintain the goal rates from 2017. Less than 30 fatal commercial vehicle crashes. Less than 40 commercial vehicle crashes in the high crash area on I-84. Less than 16 commercial vehicle crashes in the high crash area on I-90.

Program Activities: 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.

CVS will conduct traffic enforcement activities in or near work zones in Idaho. CVS will provide a minimum of ten (10) hours of traffic enforcement in these areas per week.

CVS will also continue to monitor crash rates in high crash areas and implement traffic enforcement or other strategies if rates increase.

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

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

CVS will use the total number of traffic enforcement completed in work zones as a performance measure. Target: 2,000 hours of additional traffic enforcement this fiscal year in work zones.

CVS will also compare current crash rates to previous rates (similar periods) to determine what, if any, impact CVS is having on crash rates in the emphasis areas. CVS will use Idaho Office of Highway Safety, CARS Data for data analysis.

All information will be reported upon completion in the quarterly reports. The project coordinator will be responsible for data analysis and reporting.

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.

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	2953	3564	4225	3254	2975
Level 2: Walk-Around	3726	3505	3537	3167	2415
Level 3: Driver-Only	2886	2743	3251	3321	3340
Level 4: Special Inspections	300	156	53	6	51
Level 5: Vehicle-Only	333	270	348	171	110
Level 6: Radioactive Materials	401	375	13	0	120
Total	10599	10613	11427	9919	9011

Narrative Overview for FY 2018

Overview:

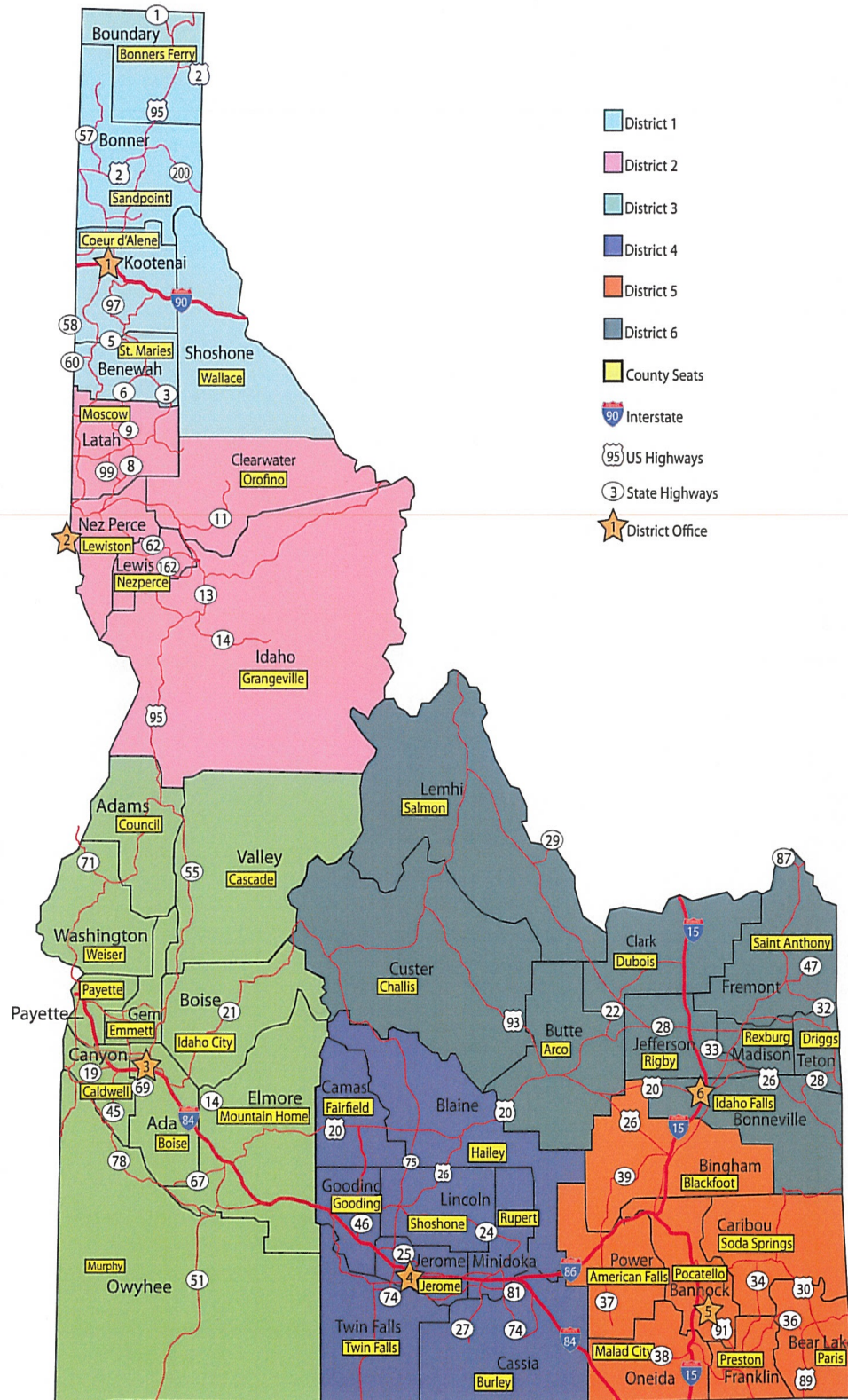
Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

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.

CVS Specialists (22), complete more than 8,000 commercial vehicle inspections throughout the State of Idaho. Inspections are completed both at roadside and at fixed facilities (Ports of Entry). In Idaho, the Ports of Entry are managed by the Idaho Transportation Department, which is a separate state agency.

CVS Specialists are assigned to each of the six (6) ISP Patrol Districts based on population, traffic volume, and the number of commercial vehicle crashes in the area. See list below.

District 1	(Coeur D Alene)	3 CVS Specialists
District 2	(Lewiston)	1 CVS Specialist
District 3	(Boise/Meridian)	5 CVS Specialists, 2 CVS Sergeants
District 4	(Twin Falls)	2 CVS Specialists
District 5	(Pocatello)	3 CVS Specialists, 1 CVS Sergeant
District 6	(Idaho Falls)	2 CVS Specialists



Personnel assignments are reviewed at a minimum of annually to ensure resources are allocated appropriately. Adjustments are made, if necessary, to ensure effective use of

personnel resources.

In addition to commercial vehicle and driver inspections, CVS Specialists complete all other MCSAP Program requirements as well as responding to commercial vehicle crashes and other emergencies. Adverse weather, as well as specialist positions being vacant/unfilled can significantly impact the number of inspections and other assignments completed. Vacant/unfilled specialist positions in CVS have reduced the total number of inspections completed in 2015, 2016, and 2017, (to date).

CVS Specialists use Aspen or Idaho's CVIEW System to identify carriers for and to complete inspections. Inspections are uploaded using a wireless connection (wi-fi hot spot).

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

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

CVS Sergeants and Management monitor inspection totals at a minimum of quarterly to ensure the inspection goals are met. If any performance issues are identified, it is addressed with the individual specialist. It is important to note that the Idaho Commercial Vehicle Safety Program is relatively small when compared with the overall size and population of the State of Idaho. In order for the CVS Program to meet the outlined inspection goals, each specialist is required to complete over 425 commercial inspections each year, in addition to the other duties/tasks described earlier.

CVS plans to provide training to all specialists on the new electronic log book regulations during this fiscal year, if training is available.

Projected Goals for FY 2018

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. For FY 2018, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: IDAHO STATE POLICE, COMMERCIAL VEHICLE SAFETY

Enter the total number of certified personnel in the Lead agency: 0

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2550	350	125	3025	34.65%
Level 2: Walk-Around	2005	375	40	2420	27.72%
Level 3: Driver-Only	2915	55	35	3005	34.42%
Level 4: Special Inspections	50	1	0	51	0.58%
Level 5: Vehicle-Only	100	10	0	110	1.26%
Level 6: Radioactive Materials	0	120	0	120	1.37%
Sub-Total Lead Agency	7620	911	200	8731	

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:	
Enter the total number of inspections projected for FY 2018:	

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: IDAHO STATE POLICE, COMMERCIAL VEHICLE SAFETY					
# certified personnel: 0					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2550	350	125	3025	34.65%
Level 2: Walk-Around	2005	375	40	2420	27.72%
Level 3: Driver-Only	2915	55	35	3005	34.42%
Level 4: Special Inspections	50	1	0	51	0.58%
Level 5: Vehicle-Only	100	10	0	110	1.26%
Level 6: Radioactive Materials	0	120	0	120	1.37%
Total ALL Agencies	7620	911	200	8731	

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.

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	24	12	12	12	12
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)		4	4	4	4
CSA Off-Site					
CSA On-Site Focused/Focused CR		4	4	4	4
CSA On-Site Comprehensive		4	4	4	4
Total Investigations	24	24	24	24	24
Total Security Contact Reviews					
Total Terminal Investigations					

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

Narrative Overview for FY 2018**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

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

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	9	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	3	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	3	0
CSA On-Site Comprehensive	3	0
Total Investigations	18	0
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

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

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

Currently, there are three (3) CVS Specialists who are trained and certified to complete carrier investigations.

During this fiscal year, CVS plans to train and certify an additional specialist to complete carrier investigations. Training and certification are planned to be completed by the end of the fiscal year.

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

CVS will complete all carrier investigations assigned by FMCSA. Each CVS Specialist will complete a minimum of six (6) during this fiscal year. (3 x 6 = 18).

When the fourth CVS Specialist completes investigation training, he/she will complete a minimum of six (6) investigations as well. However, if the training is scheduled for late in this fiscal year, less than six (6) may be completed.

CVS Sergeants will monitor carrier investigation assignments to ensure they are complete

and each officer completes a minimum of six (6). Additionally, the CVS Sergeants and the Research Analyst will review each investigation prior to submitting it to FMCSA to ensure it is accurate and complete. Any corrections or changes needed will be done by the specialist before submitting it to FMCSA.

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	1672	240
01/01/2015	12/31/2015	3599	
01/01/2014	12/31/2014	3750	
01/01/2013	12/31/2013	3241	
01/01/2012	12/31/2012	3919	

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

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

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

Idaho State Police, Records Management, Crystal Report - CVS Clearing Codes. 1/1/2016-12/31/2016. Retrieved: 7/25/18 Data was unavailable prior to 2016. CVS began collecting the data in mid 2016. 2017 total to date: 271

Narrative Overview for FY 2018

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](#).

All CVS Specialists conduct traffic enforcement throughout the State of Idaho. CVS personnel resource allocations are described earlier, (See Section 3). When CVS Specialists are assigned to work on a specific emphasis patrol, the dates, times, locations, etc., are determined by CVS Sergeants and CVS Management based on crash data, current conditions in the area, and resources available. ISP Patrol Officers not assigned to CVS are paid with state funds and are under the direction of management in each patrol district and operate independently.

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

In FY 18, CVS will complete approximately 1500 traffic enforcement contacts. It's anticipated that a majority of the contacts will be on commercial vehicles, however; non-commercial vehicles will be contacted if traffic enforcement violations or other serious violations are observed by a CVS Specialist. The number included in the table below for non-cmv contacts is a "best guess" for the upcoming fiscal year.

Based on crash data analysis, CVS has identified the top five reported common factors in fatal and serious injury commercial vehicles crashes, for 2012-2017 (to date). These are:

1. Inattention
2. Failure to Maintain Lane/Drove Left of Center
3. Failure to Yield
4. Speed
5. Impaired and Failure to Obey Traffic Signal (tie)

CVS Specialists will focus on identifying and taking action on these and other serious traffic violations during all emphasis and other patrols scheduled during this fiscal year.

CVS will also conduct a minimum of two traffic enforcement emphasis patrols during this fiscal year. A minimum of three (3) CVS Specialists will be used per emphasis. Emphasis patrols will be conducted in high crash/traffic areas, or other areas identified through crash data analysis as a high risk to commercial vehicle safety. Results will be reported quarterly, upon completion by the project coordinator and will include the number of specialists involved, the location, number of commercial vehicle inspections completed, and the number of citations

issued. If non-commercial vehicles are contacted, during the emphasis, it will be noted in the report.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. 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
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	75
<input type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	

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
8731	18	360	9109	9107

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

CVS will use contributing factors noted in fatal and serious injury crashes and a performance measure. Target: Fewer fatal and serious injury commercial vehicle crashes where Inattention, Failure to Maintain Lane/Drove Left of Center, Failure to Yield, Speed, Impaired or Failure to Obey Traffic Signal are reported as the contributing factor.

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	No
PRISM	Step 6	No

Available data sources:

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

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

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

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

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

Idaho is Core CVISN complaint.

Idaho is also PRISM Step 6 compliant.

Program Activities: 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.

7 - Public Education and Outreach

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

Trend Analysis for 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	8	12	25	23	17
CMV Safety Belt Education and Outreach	12	10	30	4	12
State Trucking Association Meetings	10	12	15	15	9
State-Sponsored Outreach Events	15	8	10	10	14
Local Educational Safety Events	10	7	18	104	15
Teen Safety Events	15	12	20	6	3

Narrative Overview for FY 2018

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

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

CVS will use safety talks/public presentations or other outreach methods to educate commercial and non-commercial drivers about commercial vehicle safety and related safety topics.

CVS will use CVS Specialists (22) to complete safety talks/presentations throughout the state when opportunities are identified and available. CVS will work in cooperation with other safety stakeholders to promote commercial vehicle safety messages. CVS may use advertising methods appropriate for the demographic identified by crash data analysis to promote commercial vehicle safety if funding is available during this fiscal year.

Projected Goals for FY 2018

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
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	10
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	10
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	10
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	20
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	10

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

The number of presentations completed will be used as a performance measure. Goal: 70.

The project coordinator will report the number of safety presentations completed to FMCSA in the quarterly reports.

CVS Sergeants will schedule CVS Specialists to complete safety presentations as they become available.

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.

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

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

A&I Online Data Snapshot: June 30, 2017.

Narrative Overview for FY 2018

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.

9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 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	313	615	427	319	224
Intrastate	0	0	0	0	0
Total Audits	313	615	427	319	224

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

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

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 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	130	0
# of Safety Audits (Offsite)	230	0
# Group Audits	0	0
TOTAL Safety Audits	360	0
# of Non-Audit Resolutions	0	0

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

CVS will continue using two (2) professional staff and 11 CVS Specialists currently trained and certified to complete new entrant safety audits during this fiscal year. As noted in the table, CVS will use on and off-site audits to ensure timeliness guidelines are met.

In addition, CVS will train at least one additional specialist to complete safety audits during this fiscal year.

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

CVS will use both on and off-site audits to meet the goal of 360 this fiscal year. On-site audits will be scheduled for all carriers identified by FMCSA as "Expedited" or "On-Site", any carrier who has previously been in the New Entrant Program, or to meet certification requirements for CVS Specialists.

CVS will not be implementing group audits during this fiscal year.

CVS will identify and train an additional CVS Specialist to complete safety audits during this fiscal year.

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

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

program and take steps to make corrections when necessary to ensure timeliness and program goals are met.

The total number of audits completed will be reported quarterly.

An additional specialist will complete safety audit training by the end of quarter three of this fiscal year.

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	681	853	957	410	826
Level 2: Walk-Around	71	113	150	105	339
Level 3: Driver-Only	2	52	59	1	14
Level 4: Special Inspections					
Level 5: Vehicle-Only					
Level 6: Radioactive Materials					
Total	754	1018	1166	516	1179

Narrative Overview for FY 2018

☐ 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

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 - Border Enforcement	
	FY 2018
Number of International Commerce Regular CMV	990
Number of International Commerce HM	190
Number of International Commerce Passenger	5
Total International Commerce Inspections	1185
Number of Fixed Facility International Inspections	990
Number of Non-Fixed Facility International Inspections	0
Traffic Enforcement	0
Strike Force Activities (CMVs)	4
Strike Force Activities (Passenger CMVs)	0

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

CVS will use Border Enforcement to focus on international commercial vehicle traffic in the remote border area of Idaho.

CVS will use a strike team concept to focus on international vehicle traffic near the Idaho/Canadian border. CVS will complete four (4) operations during this fiscal year.

Specialists will complete approximately Border Enforcement 1,100 inspections in FY 18.

Activity Plan: Describe the specific activities planned to reach border enforcement goals.

CVS Specialists will complete four (4) Border Enforcement Emphasis Patrols between March and September of this fiscal year, or when weather and funding availability allow. Each operation will include 4-5 CVS Specialists for a 6 day period for a total of 72 hours per specialist. The operation will also include necessary support personnel and equipment needed.

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

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

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

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

CVS will use the number of border inspections completed as a performance measure. The goal is: 1,100.

CVS will also use the number of completed Border Enforcement Emphasis Patrols completed during this fiscal year as a performance measure. Target: 4.

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.

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

Enter your State's OOS Catch Rate percentage if below 85 percent: 0%

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

CVS currently has a catch rate of 0%.

It is important to note that this rate is based on one (1) Out of Service Carrier identified in the report provided by FMCSA for CVSP preparation. CVS Management reviewed the information and determined it was a training issue for one individual. Training has been provided to the individual to correct the problem.

CVS will continue working to improve the Out of Service Rate to 85% or greater in FY 18.

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

CVS Specialists are required to check the status of each driver and carrier/DOT number

contacted. Specialists can use a secure portal to access the information in MCMIS, or request it from the ISP Communication Center who can access the data via ILETS/NLETS

CVS will provide additional training to specialists and/or communications staff if necessary to improve the catch rate to 85% or greater.

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

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

Monitoring will be on-going to ensure improvement and that the goal of 85% is reached by the end of this fiscal year.

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

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

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

The limited number of inspection facilities and the small number of motor coach/passenger carriers based in Idaho have made it difficult to implement a safety strategy based solely on conducting inspections at carriers within the state. In spite of these challenges, CVS has developed a successful motor coach/passenger carrier safety strategy working in cooperation with other state and federal agencies.

Projected Goals for FY 2018: Enter performance goals.

CVS will work with other safety agencies to complete motor coach/passenger carrier emphasis patrols on motor coach/passenger carriers traveling through the state. The goal for this fiscal year is to complete a minimum of three (3) operations during high traffic times.

In addition, CVS will complete 200 motor coach/passenger carrier inspections during this fiscal year.

Program Activities: Provide additional information regarding how these activities will be implemented.

CVS will work in cooperation with the Wyoming Highway Patrol and the US Park Service to inspect motor coach /passenger carriers traveling through Idaho to Yellowstone and/or Teton National Park.

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

All motor coach/passenger carrier inspections will be completed when the motor coach/passenger carriers have reached their destination and the passengers can/are off-loaded in a safe location.

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

CVS will use the number of emphasis patrols scheduled and completed, the number of commercial vehicle specialists used, and the total number of inspections completed as performance measurements.

Target: Complete three (3) emphasis patrols, using a minimum of three (3) commercial vehicle safety specialists and completing a minimum of 200 inspections.

CVS Sergeants will schedule and monitor the emphasis patrols. Results will be reported by the project coordinator in the quarterly report following completion.

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.

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. 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	\$2,468,709.00	\$435,655.00	\$2,904,364.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$435,655.00
MOE Baseline:	\$707,522.80

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):	\$435,655.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
CVS Mgmt	2	100.0000	\$94,432.00	\$188,864.00	\$94,432.00	\$94,432.00
CVS Sergeants	2	100.0000	\$82,656.00	\$165,312.00	\$0.00	\$165,312.00
CVS Specialists	7	100.0000	\$74,886.00	\$524,202.00	\$524,202.00	\$0.00
Clerical Support	2	100.0000	\$30,344.60	\$60,689.20	\$60,689.20	\$0.00
Professional Staff	2	100.0000	\$54,995.20	\$109,990.40	\$109,990.40	\$0.00
Financial Clerk	1	30.0000	\$52,769.60	\$15,830.88	\$15,830.88	\$0.00
Subtotal: Salary				\$1,064,888.48	\$805,144.48	\$259,744.00
Overtime Project Costs						
CVS Specialists	16	16.0000	\$74,193.00	\$189,934.08	\$189,934.08	\$0.00
CVS Specialists	16	16.0000	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal: Overtime				\$189,934.08	\$189,934.08	\$0.00
TOTAL: Personnel				\$1,254,822.56	\$995,078.56	\$259,744.00
Accounting Method:	Accrual					
Planned MOE: Personnel	\$405,000.00					

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

The template did not allow for costs to be split between federal/state and MOE. Actual personnel costs billed will vary.

Salary costs are an estimate based on average salary(s) for each group.

Salary costs for personnel assigned to work holidays (enforcement position) are calculated on 2100 hours per year vs 2080 for civilian personnel.

Overtime was calculated using the average salary for CVS Specialists. Overtime funds are used for additional commercial vehicle/driver inspections on weekend and off-peak hours, additional traffic enforcement, and emphasis patrols in high crash and/or high commercial vehicle traffic locations.

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: $\$150,000 \times 64.8/100 = \$97,200$ 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
Enforcement Positions	44.9600	\$788,645.00	\$354,574.79	\$301,388.57	\$53,186.22
Civilian Positions	44.5600	\$186,510.50	\$83,109.07	\$70,642.71	\$12,466.36
Enforcement OT	37.9500	\$280,000.00	\$106,260.00	\$64,522.25	\$41,737.75
TOTAL: Fringe Benefits			\$543,943.86	\$436,553.53	\$107,390.33
Planned MOE: Fringe Benefits	\$134,216.75				

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

Fringe benefits include: the cost of health insurance, retirement benefits, compensation, unemployment benefits, and other associated costs. The rate is applied to the actual salary per hour for the employee. It is calculated at an average rate for enforcement personnel and civilian employees.

The current rates for FY 18.

Enforcement Personnel: .4496

Civilian Personnel: .4456

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
FMCSA Planning Meeting	3	3	\$5,731.67	\$4,675.00	\$1,056.67
NAS Part A	3	7	\$6,000.00	\$5,100.00	\$900.00
In-Service Training	40	5	\$25,500.00	\$25,500.00	\$0.00
Motor Coach Training	2	5	\$7,000.00	\$5,950.00	\$1,050.00
Bulk Packaging Training	2	6	\$7,000.00	\$5,950.00	\$1,050.00
SafetyNet Training/Conf	2	5	\$0.00	\$0.00	\$0.00
CVSA Conf	5	6	\$21,250.00	\$21,250.00	\$0.00
NAS Level I	2	7	\$5,000.00	\$4,250.00	\$750.00
Safety Investigation Training	1	12	\$0.00	\$0.00	\$0.00
Safety Audit Training	3	5	\$7,000.00	\$5,950.00	\$1,050.00
Other FMCSA Meetings	5	4	\$3,614.00	\$0.00	\$3,614.00
Training for Prof/Sup Staff	4	8	\$0.00	\$0.00	\$0.00
DIAP Training	22	6	\$0.00	\$0.00	\$0.00
NAS Part B	2	5	\$8,500.00	\$8,500.00	\$0.00
Border Enforcement	6	15	\$19,000.00	\$19,000.00	\$0.00
TOTAL: Travel			\$115,595.67	\$106,125.00	\$9,470.67
Planned MOE: Travel	\$55,000.00				

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

The template only allowed for the total cost to be split between the federal and state share. Some travel costs are paid with MOE funds and were included in the MOE total. This will cause actual travel cost splits to vary when submitted for reimbursement.

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

Actual costs may differ. Costs were based on training, conferences, and meetings CVS was

aware of at the time of CVSP submission. The location of some training planned for this fiscal year was unavailable/yet to be determined at the time of CVSP submission, as such, costs may differ.

Additional travel may be required if new training needs are identified or if additional meetings are scheduled during the fiscal year. Recently, additional meetings have been scheduled by FMCSA which have required travel for some CVS Staff.

Some travel is listed without a cost as a placeholder and a way to document travel that may become necessary during the fiscal year.

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

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

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

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

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

6. Per Diem Allowance

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

B. Timeframes for Partial Day Per Diem Allowance - The amount of the Per diem

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

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

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

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

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

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

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
CVS Vehicles	3	\$65,000.00	100	\$195,000.00	\$165,750.00	\$29,250.00
Replace capital outlay	1	\$0.00	100	\$0.00	\$0.00	\$0.00
TOTAL: Equipment				\$195,000.00	\$165,750.00	\$29,250.00
Equipment threshold is \$500						
Planned MOE: Equipment	\$80,000.00					

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

Vehicle costs are estimated based on current state vehicle purchasing contracts. CVS plans to purchase 3, 1/2 or 3/4 ton GMC or Chevrolet pickups to replace 3 vehicles currently being used by CVS Specialists. The vehicles being replaced are at or past the mileage limit the Idaho State Police and State of Idaho Vehicle Use Policies allow. Vehicles not specifically listed above will be purchased with MOE funds.

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

Capital outlay costs (furniture and other items) were purposely listed in the table without a cost. CVS listed it in the event some type of capital outlay item is broken or needs replaced during this fiscal year. In previous fiscal years, capital outlay costs were not specifically

listed in the budget and when purchases were needed/necessary, they not allowed by FMCSA. If purchases are necessary, CVS will adjust the budget to reflect the cost.

Furniture costs are estimated to replace items that break or wear out during this fiscal year. The items purchased are only used by CVS employees. All items over the ISP inventory threshold, (\$500.00) will be included on the employee's inventory list.

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
Computer supplies and equipment used for CVS computers	20	each	\$100.00	\$2,000.00	\$2,000.00	\$0.00
Uniforms and related supplies for CVS Specialists, Sgts, Mgmt	60	Year	\$250.00	\$15,000.00	\$15,000.00	\$0.00
Office Supplies	12	months	\$416.00	\$4,992.00	\$4,992.00	\$0.00
TOTAL: Supplies				\$21,992.00	\$21,992.00	\$0.00
Planned MOE: Supplies	\$23,306.08					

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

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

Uniforms and related supplies for CVS Specialists include the costs of uniforms worn daily during inspections and other items necessary, i.e., holsters, boots, duty belts, radio clips, etc. Additional uniform(s) and/or supplies may also be purchased using MOE funds.

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

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

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

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)	35.07	\$1,550,427.48	\$543,734.91	\$543,734.91	\$0.00
TOTAL: Indirect Costs			\$543,734.91	\$543,734.91	\$0.00

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Fuel and Lubricants for CVS Vehicles	1	year	\$95,000.00	\$95,000.00	\$80,000.00	\$15,000.00
Maintenance and Repair of CVS Vehicles	1	yr	\$85,480.00	\$85,480.00	\$72,480.00	\$13,000.00
CVSA Conference Registration	4	yr	\$6,000.00	\$24,000.00	\$24,000.00	\$0.00
CVSA Decals	4300	yr	\$0.65	\$2,795.00	\$2,795.00	\$0.00
CVSA Membership	1	yr	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
Cell phones, wi-fi hot spots for CVS Spec, Sgts, and Mgmt	15	yearly	\$800.00	\$12,000.00	\$10,200.00	\$1,800.00
TOTAL: Other Costs				\$229,275.00	\$199,475.00	\$29,800.00
Planned MOE: Other Costs	\$10,000.00					

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

Fuel and lubricant costs are an estimate, based on the cost in the previous fiscal year for fuel/lubricants for vehicles used by CVS Specialists for MCSAP activities **and projected price increases.**

Maintenance and repair costs are for maintenance and repair to vehicles used by CVS Specialists. It is an estimate based on the previous fiscal year and projected costs based on the age and mileage of vehicles currently being used **and current state vehicle replacement policies.**

Some CVS employees attend and participate in several CVSA Committees. CVS plans to pay registration fees for employees to attend two conferences during this fiscal year.

CVS also issues CVSA decals for some inspections. The total listed is an estimate based on the total spent in the previous fiscal year. Actual costs may vary.

As noted earlier, CVS employees participate in CVSA to facilitate safety and partnerships with other safety agencies and industry partners. The costs budgeted are estimated membership dues for on year.

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

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	\$2,468,709.00	\$435,655.00	\$2,904,364.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$435,655.00
MOE Baseline:	\$707,522.80

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
CVS Mgmt	\$94,432.00	\$94,432.00	\$188,864.00
CVS Sergeants	\$0.00	\$165,312.00	\$165,312.00
CVS Specialists	\$524,202.00	\$0.00	\$524,202.00
Clerical Support	\$60,689.20	\$0.00	\$60,689.20
Professional Staff	\$109,990.40	\$0.00	\$109,990.40
Financial Clerk	\$15,830.88	\$0.00	\$15,830.88
Salary Subtotal	\$805,144.48	\$259,744.00	\$1,064,888.48
CVS Specialists	\$189,934.08	\$0.00	\$189,934.08
CVS Specialists	\$0.00	\$0.00	\$0.00
Overtime subtotal	\$189,934.08	\$0.00	\$189,934.08
Personnel total	\$995,078.56	\$259,744.00	\$1,254,822.56
Planned MOE	\$405,000.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Enforcement Positions	\$301,388.57	\$53,186.22	\$354,574.79
Civilian Positions	\$70,642.71	\$12,466.36	\$83,109.07
Enforcement OT	\$64,522.25	\$41,737.75	\$106,260.00
Fringe Benefits total	\$436,553.53	\$107,390.33	\$543,943.86
Planned MOE	\$134,216.75		

Travel			
	Federal Share	State Share	Total Project Costs
FMCSA Planning Meeting	\$4,675.00	\$1,056.67	\$5,731.67
NAS Part A	\$5,100.00	\$900.00	\$6,000.00
In-Service Training	\$25,500.00	\$0.00	\$25,500.00
Motor Coach Training	\$5,950.00	\$1,050.00	\$7,000.00
Bulk Packaging Training	\$5,950.00	\$1,050.00	\$7,000.00
SafetyNet Training/Conf	\$0.00	\$0.00	\$0.00
CVSA Conf	\$21,250.00	\$0.00	\$21,250.00
NAS Level I	\$4,250.00	\$750.00	\$5,000.00
Safety Investigation Training	\$0.00	\$0.00	\$0.00
Safety Audit Training	\$5,950.00	\$1,050.00	\$7,000.00
Other FMCSA Meetings	\$0.00	\$3,614.00	\$3,614.00
Training for Prof/Sup Staff	\$0.00	\$0.00	\$0.00
DIAP Training	\$0.00	\$0.00	\$0.00
NAS Part B	\$8,500.00	\$0.00	\$8,500.00
Border Enforcement	\$19,000.00	\$0.00	\$19,000.00
Travel total	\$106,125.00	\$9,470.67	\$115,595.67
Planned MOE	\$55,000.00		

Equipment			
	Federal Share	State Share	Total Project Costs
CVS Vehicles	\$165,750.00	\$29,250.00	\$195,000.00
Replace capital outlay	\$0.00	\$0.00	\$0.00
Equipment total	\$165,750.00	\$29,250.00	\$195,000.00
Planned MOE	\$80,000.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Computer supplies and equipment used for CVS computers	\$2,000.00	\$0.00	\$2,000.00
Uniforms and related supplies for CVS Specialists, Sgts, Mgmt	\$15,000.00	\$0.00	\$15,000.00
Office Supplies	\$4,992.00	\$0.00	\$4,992.00
Supplies total	\$21,992.00	\$0.00	\$21,992.00
Planned MOE	\$23,306.08		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Contractual and Subaward total	\$0.00	\$0.00	\$0.00
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
Fuel and Lubricants for CVS Vehicles	\$80,000.00	\$15,000.00	\$95,000.00
Maintenance and Repair of CVS Vehicles	\$72,480.00	\$13,000.00	\$85,480.00
CVSA Conference Registration	\$24,000.00	\$0.00	\$24,000.00
CVSA Decals	\$2,795.00	\$0.00	\$2,795.00
CVSA Membership	\$10,000.00	\$0.00	\$10,000.00
Cell phones, wi-fi hot spots for CVS Spec, Sgts, and Mgmt	\$10,200.00	\$1,800.00	\$12,000.00
Other Costs total	\$199,475.00	\$29,800.00	\$229,275.00
Planned MOE	\$10,000.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$1,924,974.09	\$435,655.00	\$2,360,629.09
Indirect Costs	\$543,734.91	\$0.00	\$543,734.91
Total Costs Budgeted	\$2,468,709.00	\$435,655.00	\$2,904,364.00
Total Planned MOE	\$707,522.83		

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	\$2,468,709.00	\$435,655.00	\$2,904,364.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$435,655.00
MOE Baseline:	\$707,522.80

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$805,144.48	\$259,744.00	\$1,064,888.48	NA
Overtime Subtotal	\$189,934.08	\$0.00	\$189,934.08	NA
Personnel Total	\$995,078.56	\$259,744.00	\$1,254,822.56	\$405,000.00
Fringe Benefits Total	\$436,553.53	\$107,390.33	\$543,943.86	\$134,216.75
Travel Total	\$106,125.00	\$9,470.67	\$115,595.67	\$55,000.00
Equipment Total	\$165,750.00	\$29,250.00	\$195,000.00	\$80,000.00
Supplies Total	\$21,992.00	\$0.00	\$21,992.00	\$23,306.08
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$199,475.00	\$29,800.00	\$229,275.00	\$10,000.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$1,924,974.09	\$435,655.00	\$2,360,629.09	\$707,522.83
Indirect Costs	\$543,734.91	\$0.00	\$543,734.91	NA
Total Costs Budgeted	\$2,468,709.00	\$435,655.00	\$2,904,364.00	\$707,522.83

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? C.L. "Butch" Otter
2. What is this person's title? Governor
3. Who is your Governor's highway safety representative? Brian Ness
4. What is this person's title? Director

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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? Stephanie A Altig
2. What is the title of your certifying State official? Lead Deputy Attorney General, Idaho State Police
3. What are the phone # and email address of your State official? 700 S Stratford Dr Meridian ID 83642 (208) 884-7050 stephanie.altig@isp.idaho.gov

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

- ☒ Yes
- ☐ No

I, Stephanie A Altig, 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
11-1301-1602	01/01/2017	admin rules	adopted 49 380, long combination vehicles
11-1301-1603	12/18/2017	admin rules	adopted 49 395 ELD requirements

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

☐ Yes ☒ No

FY 2018 Certification of MCSAP Conformance (State Certification)

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

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

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

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

Date

June 27, 2017

Signature

E. J. B. Smith

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, Stephanie A. Altig, Lead Deputy Attorney General, Idaho State Police, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

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

(Enter information on any exceptions to the above certification here)

Signature of Certifying Official: Stephanie A. Altig

Title of Certifying Official: Lead Deputy Attorney General, Idaho State Police

Date of Certification: 08/14/17