

LOUISIANA

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

Date of Approval: Sep 18, 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.*

During FFY 2018, the Louisiana State Police (LSP) will continue its historic mission to reduce the number and severity of crashes involving commercial motor vehicles. This will be accomplished through an effective roadside inspection program, aggressive traffic enforcement, and effective public education. We will continue to provide technical assistance, training, and education to the motor carrier industry, in an effort to bring about voluntary safety compliance. In addition, an increased public awareness campaign will convey the dangers of aggressive driving around large trucks and buses, to CMV and Non-CMV drivers alike.

LSP recognizes the key role of the MCSAP program is to reduce crashes, injuries, and fatalities involving CMVs in general. In light of a recent increase nationwide in the number and severity of passenger carrier crashes, it is evident that an increased emphasis on passenger carrier safety is necessary. In 2018 we will continue to target the unsafe operation of passenger carriers, in an effort to assist FMCSA in reducing bus crashes and fatalities. In addition, LSP recognizes the importance of national security, and the danger involving CMVs that carry hazardous materials. During FFY 2018, LSP will continue an increased inspection/enforcement policy toward such vehicles.

Louisiana's goal for FY 2018 is to support FMCSAs goal of reducing large truck and bus-related fatalities by targeting a 5% reduction of fatal crashes involving CMVs.

3 - MCSAP Structure Explanation

Instructions:

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

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

The Louisiana Department of Public Safety, Office of State Police, is statutorily designated as the only agency authorized to conduct MCSAP activities within the State of Louisiana. As such, we are designated as the Lead MCSAP Agency in Louisiana. The Louisiana State Police is committed to supporting FMCSA in reducing large truck and bus crashes and fatalities. The Louisiana State Police MCSAP Division has received numerous awards of the past several years, acknowledging the efforts placed upon CMV safety and Data Quality.

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

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

The LSP Data Quality Program Section addresses all Data Q challenges, and ensures that all are adequately handled in a timely manner. Additional administrative personnel have been trained to assist in the event that a substantial increase in the number of DataQs challenges received.

The LSP MCSAP Unit is comprised of 39 Commissioned Inspectors, 7 Civilian NESA Investigators, 3 civilian Data Quality Investigators, and 7 other civilian administrative support personnel. The MCSAP unit receives command supervision from a State Police Captain, and ultimately a State Police Major. The MCSAP Unit is functionally divided along administrative and enforcement lines.

Administrative

One (1) State Police Lieutenant (MCSAP Coordinator) that manages all MCSAP activities, grants, in addition to administrative, financial, and legislative affairs.

One (1) State Police Lieutenant that manages the operations of compliance reviews, criminal and civil penalty assessment process operations, enforcement support, training, and logistics.

One (1) State Police Sergeant that coordinates logistics and training.

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

Six (6) State Police Troopers that conduct compliance reviews, investigations, and outreach.

Seven (7) Civilian NESA Auditors (WAE) that perform New Entrant Safety Audits.

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

Five (5) Civilian Administrative Coordinator IV that perform MCSAP administrative duties such as processing inspections, hearing requests, purchasing, and other administrative duties.

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

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

Roadside Enforcement

Three (3) State Police Lieutenants provide supervision of roadside enforcement in each region.
Six (6) State Police Sergeants provide direct supervision to roadside inspectors in each region.

Twenty (20) State Police Troopers are assigned to perform MCSAP enforcement and inspection activities, on a full-time basis.

Support

The MCSAP unit currently receives additional support from (74) NAS-Certified enforcement officers throughout the Department, which include:

Weights and Standards Unit – Twenty-Five (25) - conduct MCSAP inspections in association with all size and mobile weight enforcement activities.

Towing and Recovery / MVI Unit - Seventeen (17) - conduct MCSAP related inspections on an occasional basis, or in conjunction with related job functions.

Emergency Services Unit - Twenty (22) - conduct MCSAP related inspections on an occasional basis, or in conjunction with related job functions.

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

4 - MCSAP Structure**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	LOUISIANA STATE POLICE
Enter total number of personnel participating in MCSAP activities	130
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	120
Traffic Enforcement Activities	113
Investigations*	14
Public Education and Awareness	7
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

Part 2 - Crash Reduction and National Program Elements

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 # Fatal Crashes

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	100	80	89
01/01/2015	12/31/2015	98	78	85
01/01/2014	12/31/2014	105	88	92
01/01/2013	12/31/2013	97	88	83
01/01/2012	12/31/2012	111	91	93

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	9	3	6
01/01/2015	12/31/2015	2	4	3
01/01/2014	12/31/2014	7	1	4
01/01/2013	12/31/2013	5	3	5
01/01/2012	12/31/2012	2	4	2

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	4	1	4
01/01/2015	12/31/2015	4	8	3
01/01/2014	12/31/2014	1	7	1
01/01/2013	12/31/2013	7	9	6
01/01/2012	12/31/2012	12	1	11

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

Commercial Vehicle Safety in Louisiana, June 27, 2017. Dr. Helmut Scheneider, LSU Highway Safety Research Group

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

Louisiana experienced a 4.7% increase in fatal crashes CMV statewide during 2016 over 2015. This increase may be attributed to the wide-spread epic flooding in South Louisiana during 2016, which led to increased CMV's traveling throughout the state.

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.

According to Dr. Helmut Schneider with Louisiana State University, Highway Safety Research Group (LSU/HSRG), in 2016, the number of fatal CMV crashes increased by 4.7% (4) in 2016, from 85 to 89. Additionally, the total number of CMV crashes increased by .8% (33), compared to 2015, from 4,057 to 4,090.

Enter the data source and capture date:

Commercial Vehicle Safety in Louisiana, June 27, 2017. Dr. Helmut Scheneider, LSU Highway Safety Research Group

Projected Goal for FY 2018**Enter Crash Reduction Goal:**

Reduce CMV fatal crashes by 5% (4), from 89 to 85, by December 31, 2018.

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.

Increase traffic enforcement as practicable in areas identified as high crash corridors, with emphasis in work zones. Supplement regular duty enforcement with approximately 3,000 inspections, by providing approximately 4,500 overtime hours dedicated toward this objective. Provide educational outreach to CMV drivers through safety talks.

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

Performance measures shall be based upon number of the number of inspections conducted, the number of traffic violations issued, and crash statistics. A 5% (4) reduction in fatal crashes, from 89 to 85, is expected by December 31, 2018. Baseline crash data is established on calendar year 2016 statistics, as 2017 data is not yet available. All quantitative and/or qualitative progress will be tracked from information provided by LSU / HSRG, along with internal departmental statistics. Statistics will be monitored by MCSAP administrative personnel, making adjustments to activities as the data dictates. This information will be reported quarterly through MCSAP quarterly 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	13958	12515	9824	8603	7368
Level 2: Walk-Around	21761	25707	26697	20666	17158
Level 3: Driver-Only	17843	21334	20341	13319	9997
Level 4: Special Inspections	0	0	9	1	32
Level 5: Vehicle-Only	120	100	68	48	30
Level 6: Radioactive Materials	0	0	0	0	0
Total	53682	59656	56939	42637	34585

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.

Any death related to crashes is not acceptable. The roadside inspection is a primary force which ensures that CMV vehicles and drivers operate safely on the highways. In a continuing effort to employ performance based strategies that will reduce the number of CMV crashes, one of the most effective remains the roadside inspection program. The roadside inspection program employs a degree of selection randomness, which serves as a strong compliance incentive to all motor carriers and their drivers. Additionally, data collected from the roadside inspection effort provides important information of compliance trends, which enables the appropriate allocation of resources. The roadside inspection program is also an integral part of the compliance review program. Unsafe carrier management and safety practices identified at roadside are tracked and evaluated through Federal data bases for further carrier review. The roadside inspection program is also an effective means of identifying hazardous material carriers that operate unsafely in the state, and ensure that violators are brought into compliance through enforcement of the Federal Motor Carrier Regulations and the Hazardous Material Regulations. Additionally, inspectors seek overloaded CMVs, in an effort to protect the motoring public from dangerous vehicles, and unqualified drivers.

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

In FFY 2018, Louisiana's roadside inspection program will continue concentrating on driver-focused inspections, aimed at removing fatigued and impaired drivers. This emphasis is in recognition of the evidence that operator condition/error continues to play a significant factor in CMV crashes, and will be the primary focus of Level III,

driver-only inspections. LSP / MCSAP will attempt to meet or exceed FMCSA's recommended number of Level III inspections (at least 33% of all inspections performed), however, inspectors will continue to look for vehicle safety violations, and when necessary, perform a Level I or II inspection in lieu of a Level III. In FFY 2018, LSP will enforce the new ERODS mandate as specified by FMCSA.

LSP/MCSAP has 39 full-time NAS-Certified inspectors. LSP/MCSAP receives additional support from 30 NAS-Certified Weights and Standards Officers, which perform inspections in conjunction with all mobile weight enforcement activities, in addition to overtime enforcement. Additional support is also received from 44 other NAS-Certified Troopers, that support inspection efforts primarily on an overtime basis. In 2018, LSP / MCSAP will utilize mobile weight enforcement at locations other than fixed weight facilities, to ensure overloaded CMVs (including intermodal vehicles) are not operating on Louisiana highways, placing motorists in danger. This includes those CMVs that are missing GVWR information. This occurs quite frequently, as the stickers are removed painted over, allowing unqualified (Non-CDL) drivers to operate a CMV that actually requires a CDL driver. Mobile weights will also target other overloaded CMVs which pose a great threat to the motoring public, particularly those in disrepair. The appropriate level NAS inspection and report is conducted with all mobile weight enforcement activities.

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: LOUISIANA STATE POLICE

Enter the total number of certified personnel in the Lead agency: 120

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10000	500	150	10650	24.47%
Level 2: Walk-Around	15000	1800	0	16800	38.60%
Level 3: Driver-Only	16000	0	75	16075	36.93%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	41000	2300	225	43525	

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:	
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: LOUISIANA STATE POLICE					
# certified personnel: 120					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies:					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10000	500	150	10650	24.47%
Level 2: Walk-Around	15000	1800	0	16800	38.60%
Level 3: Driver-Only	16000	0	75	16075	36.93%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	41000	2300	225	43525	

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					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	17	24	28	29	72
CSA On-Site Comprehensive	51	60	61	71	61
Total Investigations	68	84	89	100	133
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	3	0	1	1	0
CSA On-Site Comprehensive	51	46	51	51	49
Total Investigations	54	46	52	52	49
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	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	50	0
CSA On-Site Comprehensive	65	50
Total Investigations	115	50
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

Estimates are based on 6 Investigators that also perform outreach activities. Investigators perform CSA investigations approximately 75% of the time, with a FTE of approximately 4.5.

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

In 2018, (6) investigators will conduct a minimum of 115 interstate and 50 intrastate carrier investigations, in response to complaints from the public, MCSAP roadside inspectors, SMS BASIC alerts, or to meet State post-crash reporting guidelines. Emphasis will be placed on motor coach carriers that are conditionally rated, in addition to those with a safety rating over 5 years old.

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

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

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	5142	5142
01/01/2015	12/31/2015	6704	6704
01/01/2014	12/31/2014	6882	6882
01/01/2013	12/31/2013	13587	13587
01/01/2012	12/31/2012	9990	9990

☒ **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.

MCSAP Data Base, A&I - July 28, 2017

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](#).

In FFY 2018, CMV traffic enforcement will be focused along identified high-crash routes, interstate corridors, work-zones, and other areas as crash-reduction statistics indicate. We plan to conduct "High Visible" traffic enforcement and CMV inspections in High Risk areas, in an effort to deter aggressive driver behaviors. Traffic enforcement will target seat belt violations, and those moving violations which have been identified as major contributing factors in fatality and injury crashes: Failure to Yield, Driving Left of Center, and Disregard for Traffic Control, Careless Operation, Following Too Close, and Exceeding Posted or Safe Speed. We will supplement regular duty hours with approximately 6,000 overtime hours dedicated to traffic enforcement, available to 136 MCSAP-Certified inspectors. This should produce approximately 4,000 inspections / traffic violations. By policy, the appropriate level NAS inspection will be conducted with all MCSAP CMV traffic enforcement activities.

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

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
43525	165	420	44110	47499

The sum of your planned FY 2018 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2018 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

LSP administrative personnel will monitor traffic enforcement efforts on a continual basis to ensure the program is operated in an effective and consistent manner, which adheres to FMCSA's national traffic enforcement policy. Adjustments will be made as statistics dictate.

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 3	No

Available data sources:

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

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

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

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.

Currently, Louisiana PRISM Step 3 compliant (Denying for Federal OOS orders). States must achieve full participation (STEP 6) (Denying and Suspending for Federal OOS Orders) by October 01, 2020.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

Work with The Louisiana Department of Public Safety, Office of Motor Vehicles to initiate the legislation process needed to achieve full participation by October 01, 2020.

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

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

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	119	89	38	37	34
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	7	7	7	7	6
State-Sponsored Outreach Events	0	0	0	0	0
Local Educational Safety Events	10	15	7	7	4
Teen Safety Events	0	0	0	0	0

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 safely initiatives. Include the number of personnel that will be participating in this effort.

Participate in public venues where CMV traffic-related issues may be presented to the public at large. Participate in safety talks at Louisiana Motor Transport Association and other industry sponsored events. Respond to carrier requests for assistance concerning safety or regulatory issues, giving special attention to safe driving, particularly within work zones. LSP will utilize CSA Investigators to support most outreach activities. 6 investigators will perform outreach activities approximately 25% of the time, (approx. 1.5 FTE).

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

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

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

MCSAP, reported quarterly, through MCSAP Quarterly Reporting.

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.

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

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

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.

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

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

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

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	357	390	372	449	473
Intrastate	0	0	0	0	0
Total Audits	357	390	372	449	473

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 on-site nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2018 - New Entrant Safety Audits		
Number of Safety Audits/Non-Audit Resolutions	FY 2018	
	Interstate	Intrastate
# of Safety Audits (Onsite)	210	0
# of Safety Audits (Offsite)	210	0
# Group Audits	0	0
TOTAL Safety Audits	420	0
# of Non-Audit Resolutions	252	0

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

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

LSP is currently operating with one safety auditor vacancy. With a recovering economy, we anticipate a continued increase in the amount of New Entrants during FFY 2018. LSP began conducting Offsite Safety Audits in the last quarter of FFY 2017. Should the program become inundated with new carriers while we are growing in this process, NESA-Certified Compliance Review MCSAP Inspectors will assist by conducting safety audits, in order to reduce the inventory to manageable levels. The MCSAP inspectors will work on an overtime basis as needed to assist the NESA program when conducting New Entrant Audits. Group Audits may also be conducted if needed to assist in managing high inventory levels.

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.

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

NESA certified Compliance Review MCSAP Inspectors will assist on an overtime basis, as needed, in order to reduce the inventory to manageable levels. The MCSAP inspectors will work on an overtime basis if needed to assist the NESA program when conducting New Entrant Audits.

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.

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

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: 75%

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

Meet or exceed the mandated 85% "catch rate" by September 30, 2018. Baseline "catch rate" is established on the most recent 7 month average of 75% (May-December 2016), as provided by FMCSA in July, 2017.

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.

Continue to provide training at MCSAP Quarterly In-Service detailing the importance of ensuring Federal OOS orders are enforced. Provided remedial training for any inspector identified as needing such.

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

Performance measures will be based upon the 12 month "catch rate" of Federal OOS Orders enforcement for Louisiana, provided by FMCSA. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Baseline "catch rate" is established on the most recent 7 month average (May-December 2016), as provided by FMCSA in July, 2017.

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.

In 2016, 9 people were killed in 6 fatal bus crashes. Additionally, there were 352 bus crashes with 810 passengers injured. The number of bus crashes in 2016 increased slightly over 2015 (up 28 crashes). The number of fatal crashes in 2016 doubled from 2015, up (3), from 3 to 6.

Projected Goals for FY 2018: Enter performance goals.

Reduce the number of passenger carrier crashes by 10% (35), from 352 to 317, and fatal crashes 50% (3) from 6 to 3, by December 31, 2018.

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

Provide overtime hours to supplement regular duty enforcement, targeting motor coaches and other passenger carriers, with an increased focus on "low fare" or "curbside" operators. Conduct traffic enforcement targeting motor coaches along routes identified as high traffic corridors for passenger carriers. Conduct a minimum of 8 destination details, as staffing allows, targeting motor coaches and passenger carriers, including "low fare" or "curbside" operators. Participate in National Passenger Carrier Strike Force Activities. Attend training for Enhanced Investigations of Passenger Carriers when made available.

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

Performance measures will be based upon the number of destination details conducted, the number of passenger carrier inspections conducted, the number of violations issued and crash statistics. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Crash information will be tracked from information provided by LSU / HSRG. Baseline crash data is established on calendar year 2016 statistics, as 2017 data is not yet available.

3 - State Specific Objectives – Past

Instructions:

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

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

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

Activity #1

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

Passenger Carrier Enforcement - Increase enforcement targeting passenger carriers, through roadside enforcement and destination details. Participate in National Passenger Carrier Strike Force activities.

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

Reduce the amount of Passenger Carrier crashes by 10% (33), from 325 to 293, by December 31, 2017.

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

Total Passenger Carrier crashes CY 2017 to date: 163 Total Passenger Carrier fatal crashes CY 2017 to date: 0

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

Baseline established on CY 2015 results (325 Crashes, 3 Fatal Crashes). Louisiana experienced an 8% increase in Passenger Carrier crashes (27) during 2016, from 325 to 352, and Fatal Crashes doubled (3), from 3 to 6.

Activity #2

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

Enforcement of Federal OOS Orders during Roadside Activities - Increase Louisiana's catch rate when enforcing Federal OOS orders.

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

Meet or exceed the mandated 85% catch rate, from 77% (12 mo. average as of July 2015), by September 30, 2017.

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

12 month average catch rate: 75%

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

Baseline established on 12 month average as of December 2016 (75%), prior to the cloud transition. LSP has not been provided current "Catch Rates" for 2017, after issues with the cloud transition skewed results.

Activity #3

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

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

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

Reduce the number of CMV crashes involving the transportation of Hazardous Material by 10% (12), from 118 to

106, and reduce HM Fatal Crashes by 33% (1), from 3 to 2, by December 31, 2017.

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

Total HM carrier Crashes CY 2017 to date: 52 Total HM carrier Fatal Crashes CY 2017 to date: 1

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

Baseline established on CY 2015 results (118 crashes). The amount of HM crashes dropped 28% (33) in 2016, to (86). HM Fatal Crashes increased 33% (1), to 4 during 2016. Crash data for 2017 is incomplete.

Activity #4

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

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

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

Reduce the amount of fatal crashes within work zones by 20% (3), from 13 to 10, by December 31, 2017.

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

Total fatal crashes within 5 miles of work zones in CY 2017 to date: Crash data for 2017 is incomplete.

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

Baseline established on CY 2015 results (13 crashes). There was less than a 1% decrease in work zone fatal crashes (1) during 2016, from 13 to 12. Crash data for 2017 is incomplete.

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.

State Objective #1

Enter the title of your State-Identified Objective.

Passenger Carrier Enforcement

Narrative Overview for FY 2018

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

In 2016, 9 people were killed in 6 fatal bus crashes. Additionally, there were 352 bus crashes with 810 passengers injured. The number of bus crashes in 2016 increased 8% (27) over 2015, from 325 to 352, however, Fatal Crashes doubled (3), from 3 to 6.

Projected Goals for FY 2018:

Enter performance goal.

Reduce the number of Passenger Carrier crashes by 10% (35), from 352 to 317, and fatal crashes 50% (3) from 6 to 3, by December 31, 2018.

Program Activities: Describe the activities that will be implemented including level of effort.

Provide overtime hours to supplement regular duty enforcement, targeting motor coaches and other passenger carriers, with an increased focus on "low fare" or "curbside" operators. Conduct traffic enforcement targeting motor coaches along routes identified as high traffic corridors for passenger carriers. Conduct a minimum of 8 destination details, as staffing allows, targeting motor coaches and passenger carriers, including "low fare" or "curbside" operators. Participate in National Passenger Carrier Strike Force Activities. Attend training for Enhanced Investigations of Passenger Carriers when available.

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

Performance measures will be based upon the number of destination details conducted, the number of passenger carrier inspections conducted, the number of violations issued and crash statistics. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Crash information will be tracked from information provided by LSU / HSRG. Baseline crash data is established on calendar year 2016 statistics, as 2017 data is not yet available.

State Objective #2

Enter the title of your State-Identified Objective.

Hazardous Materials Transportation Safety

Narrative Overview for FY 2018

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

In 2016, the number of HM crashes in Louisiana decreased 28% (33), from 119 to 86, over 2015. However, HM fatal crashes increased by 33% (1), from 3 to 4. In 2016, the Interstate Highways accounted for 57% of all HM crashes (up from 35%), with Interstate 10 accounting for 61% (up from 52%). US highways accounted for 11% (down from 19%), of all HM crashes, with US 90 and US 190 accounting for 50% (up from 19%). State highways accounted for 30% of all HM crashes. The increase HM crashes along Interstate and US Highways, particularly Interstate 10, US 90 and US 190, is likely due to increased road construction.

Projected Goals for FY 2018:

Enter performance goal.

Reduce the amount of CMV crashes involving the transportation of HM by 5% (4), from 86 to 82, by December 31, 2018. Reduce HM fatal crashes by 25% (1), from 4 to 3, by December 31, 2018.

Program Activities: Describe the activities that will be implemented including level of effort.

Reduce the risk of CMVs transporting HM being involved in a crash through roadside inspections of CMVs transporting HM, ensuring compliance with the HMRs and FMCSRs. During FY 2018, conduct a minimum of eight (8) enforcement details targeting CMVs transporting HM. When possible, LSP / MCSAP will participate in national strike forces, and annual road checks, targeting HM shippers and carriers. Identify shippers and carriers who have recurring serious and acute HM violations for CSA interventions.

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

Performance measures will be based upon the number of CMVs transporting HM involved in crashes/incidents, the number of vehicle inspections conducted, and the number of violations issued. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Crash statistics will be tracked from information provided by LSU / HSRG. Baseline crash data is established on calendar year 2016 statistics, as 2017 crash data is not yet available.

State Objective #3

Enter the title of your State-Identified Objective.

Work Zone Safety

Narrative Overview for FY 2018

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

2016, the number of fatal CMV crashes within work zones decreased 18% (1) from 13 to 12, when compared to 2015, which is still double that from 2013. However, the number of fatal crashes in the 5 miles approaching the construction zone from either end (excluding the construction zone) decreased 50% (4), from 8 to 4. Additional work zones are scheduled to begin in FFY 2018, which may influence the desired reduction.

Projected Goals for FY 2018:

Enter performance goal.

Reduce the amount of fatal crashes within work zones by 25% (3), from 12 to 9, by December 31, 2018.

Program Activities: Describe the activities that will be implemented including level of effort.

During FY 2018, increase traffic enforcement as practicable within and around work zone locations. Conduct a minimum of eight (8) enforcement details within and around work zones. Provide safe driving information to CMV drivers during safety talks, emphasizing safe driving in work zones.

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

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

Performance measures will be based upon number of the number of traffic violations issued to CMV drivers in work zones; the number of traffic enforcement details conducted, and crash statistics. All quantitative and/or qualitative progress will be tracked from information provided by LSU / HSRG, along with internal departmental statistics. This information will be reported quarterly, through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates. Baseline crash data is established on calendar year 2016 statistics, as 2017 data is not yet available.

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	\$4,404,109.00	\$777,196.00	\$5,181,305.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$777,196.00
MOE Baseline:	\$1,104,183.67

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):	\$777,196.00

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

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Lieutenant	3	100.0000	\$111,263.00	\$333,789.00	\$283,720.65	\$50,068.35
Sergeant	4	100.0000	\$87,588.00	\$350,352.00	\$297,799.20	\$52,552.80
Trooper	16	100.0000	\$79,027.50	\$1,264,440.00	\$1,074,774.00	\$189,666.00
Admin Manager I	1	100.0000	\$39,177.00	\$39,177.00	\$33,300.45	\$5,876.55
Admin Coordinator IV	1	100.0000	\$34,384.00	\$34,384.00	\$29,226.40	\$5,157.60
Admin Coordinator IV	1	100.0000	\$31,200.00	\$31,200.00	\$26,520.00	\$4,680.00
Data Quality Investigator	3	100.0000	\$54,600.00	\$163,800.00	\$139,230.00	\$24,570.00
NESA Investigator	7	100.0000	\$54,600.00	\$382,200.00	\$324,870.00	\$57,330.00
Subtotal: Salary				\$2,599,342.00	\$2,209,440.70	\$389,901.30
Overtime Project Costs						
MCSAP Personnel	100	100.0000	\$10,800.00	\$1,080,000.00	\$918,000.00	\$162,000.00
Subtotal: Overtime				\$1,080,000.00	\$918,000.00	\$162,000.00
TOTAL: Personnel				\$3,679,342.00	\$3,127,440.70	\$551,901.30
Accounting Method:	Cash					
Planned MOE: Personnel	\$1,823,487.00					

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

Personnel Costs were calculated on actual wages. The chart above doesn't accurately calculate eligible wages, as it is based on an hourly average for each position.

Projections include 5 additional commissioned MCSAP Inspector positions, which are anticipated to be filled during FFY 2018.

Overtime Justification

LSP is requesting to be allowed to exceed the 15% overtime policy, which was previously approved for the FY 2017 CVSP. Several factors play a part in this request LSP has experienced a loss of 30 MCSAP-Certified personnel over the past 3 years. Due to budgetary issues, the State has enacted a hiring freeze, which has prevented LSP from replacing these vacancies. Additionally, wages have increased, which has in turn reduced the amount of available overtime hours for MCSAP activities. As a result of the loss of personnel, FY 2016 activities dropped approximately 18% below projection. The loss of personnel has made it necessary to increase overtime to keep the level enforcement and other MCSAP activities at an acceptable level.

The FY 2018 activity projections are calculated based on the anticipation of the additional overtime being approved. The increase in overtime funding should correlate to approximately 5000 MCSAP activities, to include inspections and traffic enforcement. If this overtime is not approved, then we will have to reduce the projection of FY 2018 activities accordingly.

MOE Expenditures

MCSAP salary not charged to the grant \$1,823,487.00

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
Lieutenant	100.0000	\$30,302.00	\$30,302.00	\$25,756.70	\$4,545.30
Sergeant	100.0000	\$50,563.00	\$50,563.00	\$42,978.55	\$7,584.45
Trooper	100.0000	\$177,856.00	\$177,856.00	\$151,177.60	\$26,678.40
Admin Manager I	100.0000	\$26,554.00	\$26,554.00	\$22,570.90	\$3,983.10
Admin Coordinator IV	100.0000	\$24,166.00	\$24,166.00	\$20,541.10	\$3,624.90
Admin Coordinator IV	100.0000	\$452.00	\$452.00	\$384.20	\$67.80
Data Quality Investigators	100.0000	\$2,375.00	\$2,375.00	\$2,018.75	\$356.25
NESA Investigators	100.0000	\$5,542.00	\$5,542.00	\$4,710.70	\$831.30
Overtime	100.0000	\$15,660.00	\$15,660.00	\$13,311.00	\$2,349.00
Uniform Allowance	100.0000	\$38,272.00	\$38,272.00	\$32,531.20	\$5,740.80
TOTAL: Fringe Benefits			\$371,742.00	\$315,980.70	\$55,761.30
Planned MOE: Fringe Benefits	\$1,999,443.00				

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

Fringe (retirement, FICA, Medicare, Health Insurance) is calculated on actual costs for each employee. Medicare for overtime is calculated at 1.045%.

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

MOE Expenditures

MCSAP personnel fringe not charged to the grant (actual costs) \$1,999,443.00

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
COHMED	2	5	\$2,600.00	\$2,210.00	\$390.00
MCSAP Planning Meeting	2	4	\$2,200.00	\$1,870.00	\$330.00
CVSA Spring Workshop	4	5	\$5,400.00	\$4,590.00	\$810.00
LMTA Annual Conference	4	4	\$4,000.00	\$3,400.00	\$600.00
National Traffic Records Forum	2	5	\$2,000.00	\$1,700.00	\$300.00
Data Quality Workshop	2	4	\$3,000.00	\$2,550.00	\$450.00
NAIC	2	5	\$2,600.00	\$2,210.00	\$390.00
CVSA Annual Conference	4	5	\$5,400.00	\$4,590.00	\$810.00
Safe Drive/Technology Workshop	2	4	\$2,000.00	\$1,700.00	\$300.00
MCSAP Training Travel	10	4	\$1,000.00	\$850.00	\$150.00
NESA Training Travel	8	4	\$5,000.00	\$4,250.00	\$750.00
MCSAP Program Travel	7	1	\$1,000.00	\$850.00	\$150.00
NESA Program Travel	7	1	\$31,000.00	\$26,350.00	\$4,650.00
Unexpected Training and Travel	25	4	\$8,000.00	\$6,800.00	\$1,200.00
TOTAL: Travel			\$75,200.00	\$63,920.00	\$11,280.00
Planned MOE: Travel	\$0.00				

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

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

COHMED Conference (Winter 2018)

2 People x 1,300.00 each \$2,600.00

MCSAP CVSP Regional Planning Meeting (Spring 2018)

2 people x \$1,100.00 each \$2,200.00

CVSA Workshop / FMCSA Leadership Conference (Spring 2018)

3 people x \$1,800.00 each \$5,400.00

Louisiana Motor Transport Association Annual Conference (Summer 2018)

4 people x \$1,000.00 each \$4,000.00

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

National Traffic Records Forum (Summer 2017)

2 people x \$1,000.00 each \$2,000.00

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

CVSA/FMCSA Data Quality Workshop (Summer 2018)	
2 people x 1,500.00 each	\$3,000.00
North American Inspectors Competition (NAIC) (Summer 2018)	
2 people x 1,300.00 each	\$2,600.00
CVSA Fall Workshop (Fall 2017)	
3 people x \$1,800.00 each	\$5,400.00
Safe Drive/Technology Workshop (Summer 2017)	
2 people x \$1,000.00 each	\$2,000.00
Presentations on topics of interest to the highway traffic safety and data communities, including analysis, program management, problem identification, and evaluation. This includes CMV crash data.	
MCSAP Training Travel	
10 people @ \$100 each	\$1,000.00
Certification training travel costs	
NESA Training Travel	
Total	\$5,000.00
Mileage/Overnight travel for NESA training, quarterly training/meetings	
8 x 4 quarterly training sessions x \$62.50 = \$2,000.00.	
1 person to attend SA school	
\$1,700 lodging, \$1,350 Per Diem/Transportation = \$3,000.00	
MCSAP Program Travel	
10 people @ \$100 each	\$1,000.00
NESA Program Travel	
Total	\$31,000.00
Program Travel was calculated by obtaining the average miles / costs per month, then multiplying by 7 Safety Auditors, then multiplying by 12 months. 58,500 miles per year/12 months = 4,875 miles per month / 7 Safety Auditors = 696.4 miles per auditor per month. 696.4 miles per auditor x 7 Safety Auditors = 4,875 miles per month x 12 months = 58,500 miles per year x .53 cents a mile = \$31,000.00.	
Unexpected Training and Travel	
25 people @ \$320 each	\$8,000.00
Training travel costs for unforeseen MCSAP training and travel	
Total Travel Costs	\$75,200.00

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
MCSAP Data Base System	1	\$266,656.00	100	\$266,656.00	\$226,657.60	\$39,998.40
Vehicles	2	\$40,000.00	100	\$80,000.00	\$68,000.00	\$12,000.00
TOTAL: Equipment				\$346,656.00	\$294,657.60	\$51,998.40
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

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

Vehicle costs, to include up-fitting, are estimated based on current contract pricing, as new-year contract pricing is not yet available. The new patrol vehicles are need to replace current full-time MCSAP vehicles which are at high mileage and identified for replacement. These vehicles will be used 100% for MCSAP-Funded activities.

Replacement of MCSAP Data System

The existing IMS data system supporting enforcement and administrative activities of the LSP MCSAP Unit was put in place over 20 years ago. This existing system relies upon a Lotus Notes platform which is no longer supported by DPS IT services. The system cannot be further expanded to meet current data volumes and interface requirements with evolving applications, and has become increasing unstable.

The existing system has reached the limits of its scalability and no longer performs in a stable and reliable manner, resulting in a level of performance which is unacceptable to LSP operations. Current system performance significantly impedes productivity and performance of LSP MCSAP enforcement and administrative operations.

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
Office Supplies	1	Year	\$49,105.00	\$49,105.00	\$41,739.25	\$7,365.75
Uniform Related Supplies	1	Year	\$63,750.00	\$63,750.00	\$54,187.50	\$9,562.50
Printer Ink Cartridges	1	Year	\$75,250.00	\$75,250.00	\$63,962.50	\$11,287.50
Inspection Related Supplies	1	Year	\$24,000.00	\$24,000.00	\$20,400.00	\$3,600.00
HM Enforcer Software	100	Each	\$260.00	\$26,000.00	\$22,100.00	\$3,900.00
CVSA OOS Criteria Handbooks/Pictorials	140	Each	\$30.00	\$4,200.00	\$3,570.00	\$630.00
FMCSR/HMR Guides	1	Year	\$7,800.00	\$7,800.00	\$6,630.00	\$1,170.00
Desktop Computers	3	Each	\$1,500.00	\$4,500.00	\$3,825.00	\$675.00
Window Tint Meters	20	Each	\$100.00	\$2,000.00	\$1,700.00	\$300.00
Printers	80	Each	\$137.50	\$11,000.00	\$9,350.00	\$1,650.00
MCSAP Phone System	20	Each	\$475.00	\$9,500.00	\$8,075.00	\$1,425.00
Mobile Data Terminals	2	Each	\$4,995.00	\$9,990.00	\$8,491.50	\$1,498.50
Scanners	4	Each	\$4,200.00	\$16,800.00	\$14,280.00	\$2,520.00
Radars	2	Each	\$3,000.00	\$6,000.00	\$5,100.00	\$900.00
Lidars	2	Each	\$3,000.00	\$6,000.00	\$5,100.00	\$900.00
TOTAL: Supplies				\$315,895.00	\$268,510.75	\$47,384.25
Planned MOE: Supplies	\$0.00					

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

Office Supplies \$49,105.00
 Paper, Envelopes, Folders, Files, Postage, Other Office Supplies
 For administration of the MCSAP

Uniform Related Supplies \$63,750.00

Uniforms – MCSAP Administrative Staff (LSP regulation)
 Replacements as needed @ \$90.00 each set . . . \$5,000.00

Uniforms – Class C (LSP regulation)
 Replacements as needed @ \$90.00 each set . . . \$5,000.00

Uniforms – Class B (LSP regulation)
 100 x 2 sets @ \$100.00 each set \$20,000.00

Uniforms – Heatgear Shirts (LSP regulation)
 100 x 3 each @ \$20 each \$6,000.00

Uniforms – Ballistic Vest Carriers (LSP Regulation)

5 x \$250 each \$1,250.00

Uniforms – Footwear

Replacement footwear for MCSAP certified officers

100 pair @ \$215.00 each \$21,500.00

Uniform Caps – Class B (LSP regulation)

100 x 2 each @ \$10.00 each \$2,000.00

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

Replacement as needed @ \$200.00 each \$3,000.00

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

Total Uniform Related Supplies \$63,750.00

Printer Ink Cartridges

To print inspection reports and investigations

3,000 @ \$25 each \$75,250.00

Inspection Related Supplies

Replacement as needed

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

142 officers @ \$169.01 per officer \$24,000.00

Hazardous Material Trucking Enforcement Software

Hazardous Material Enforcement licenses

100 x \$260.00 each \$26,000.00

CVSA Out-of-Service Criteria Handbook/ Pictorial

150 @ \$28.00 \$4,200.00

Federal Motor Carrier Safety Regulations Guides Total \$7,800.00

170 FMCSR books @ \$20.00 each \$3,400.00

110 HMR books @ \$40.00 each \$4,400.00

Desktop Computers

Desktop computers w/software for new MCSAP personnel

3 @ \$1,500.00 \$4,500.00

Window Tint Meters

Replacement tint meters used for CMV enforcement

20 @ \$100.00 each \$2,000.00

Printers

Replacement printers to print ASPEN reports in vehicles

50 printers @ \$100.00 each \$5,000.00

Replacement printers for MCSAP Office personnel / NESA Personnel

30 @ \$200 each \$6,000.00

Total Printers \$11,000.00

MCSAP Phone System Repair/Replacement

Replace desk phone/system for MCSAP

20 @ \$475.00 each \$9,500.00

Mobile Data Terminal Repair/Replacement

2 @ \$4,995.00 \$9,990.00

Replacement scanners for MCSAP office personnel

Scanning of all MCSAP-Related documents	
4 @ \$4,200.00 each	\$16,800.00
Radars	
Replacement for MCSAP Traffic Enforcement	
2 @ \$3,000.00 each	\$6,000.00
Lidars	
Replacement for MCSAP Traffic Enforcement	
2 @ \$3,000.00 each	\$6,000.00
Total Supplies	\$315,895.00

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
Neopost	EIN	0	Contract	\$3,600.00	\$3,060.00	\$540.00
Description of Services: Mailer/Sorter Service Contract						
Xerox	EIN	0	Contract	\$3,900.00	\$3,315.00	\$585.00
Description of Services: Copier Rental/Service Contract						
Preferred Data Voice Networks	EIN	0	Contract	\$800.00	\$680.00	\$120.00
Description of Services: Telephone System Service Contract						
Timothy Bella	EIN	721169047	Contract	\$65,500.00	\$55,675.00	\$9,825.00
Description of Services: Medical Assessments						
Louisiana State University	EIN	726000848	Contract	\$143,930.00	\$122,340.50	\$21,589.50
Description of Services: CMV and HM Crash Data Entry and Analysis						
TOTAL: Contractual and Subaward				\$217,730.00	\$185,070.50	\$32,659.50
Planned MOE: Contractual and Subaward	\$0.00					

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

Neopost Service Contract

Service Contract for Neopost Mailing Machine \$3,600.00

XEROX

Rental/Service Contract for copier \$3,900.00

Preferred Telephone Maintenance Contract

Contract to maintain MCSAP telephone network \$800.00

Medical Assessments

Contract with a Physician to monitor MCSAP inspectors' health for contamination from inspecting HazMat cargo.

100 @ \$655.00 \$65,500.00

Louisiana State University \$143,930.00

LSP will contract with LSU ISDS to continue input of CMV crash data and analysis of this data for preparation of an annual report used to develop the FFY 2019 CVSP. This will include the analysis of all Hazardous Materials related transport incidents and crashes, where commercial vehicles were the mode of transportation. Additionally, this analysis will also assist in the State's Data Quality Rating improvement efforts. This is a continuation of successful service that began in FFY 2001.

Total Contractual \$217,730.00

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 not claim reimbursement for Indirect Costs.

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Training Costs (Classroom supplies, materials, etc.)	1	Year	\$4,800.00	\$4,800.00	\$4,080.00	\$720.00
Public Outreach	1	Year	\$4,100.00	\$4,100.00	\$3,485.00	\$615.00
US Postmaster	1	Year	\$1,400.00	\$1,400.00	\$1,190.00	\$210.00
Conference Costs	1	Year	\$5,500.00	\$5,500.00	\$4,675.00	\$825.00
CVSA Decals	14000	Each	\$0.28	\$3,920.00	\$3,332.00	\$588.00
CVSA Dues	1	Year	\$10,400.00	\$10,400.00	\$8,840.00	\$1,560.00
Communications (Wireless Internet Devices/Mobile Phones)	1	Year	\$90,720.00	\$90,720.00	\$77,112.00	\$13,608.00
MCSAP Image Keeper	1	Year	\$49,900.00	\$49,900.00	\$42,415.00	\$7,485.00
Lidar/Radar Repair	1	Year	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00
Document Destruction	1	Year	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00
TOTAL: Other Costs				\$174,740.00	\$148,529.00	\$26,211.00
Planned MOE: Other Costs	\$343,000.00					

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

Training Cost \$4,800.00

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

Total \$1,800.00

Louisiana Inspectors Challenge Competition Supplies

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

Total \$3,000.00

Public Outreach

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

The state will continue to support the national CMV safety campaigns listed above, or new safety campaigns, through billboards and highway signs, along high crash corridors, in addition to safety talks. This initiative will relay important CMV safety information, in an attempt to reduce the number and severity of CMV related crashes.

1 year @ \$4,100.00 \$4,100.00

US Postmaster

Post Box to receive and send notification letters, Data Q's, etc.

1 year \$1,400.00

Conference Costs

(Conference/Workshop registration/tuition fees)

Total \$5,500.00

CVSA Decals

14,000 @ \$0.28 each \$3,920.00

Commercial Vehicle Safety Alliance Annual Dues \$10,400.00

Communications \$90,720.00
 For MCSAP certified personnel when conducting NAS inspections,
 Investigations, NESA, and other administrative duties.

Mobile Phone Service
 12 months wireless service @ \$57.00 per month \$19,152.00
 Wireless Internet Devices
 142 devices @ \$42.00 each per month \$71,568.00

ImageKeeper Database License \$49,900.00
 Mobile hardware/software and storage license for ImageKeeper secure web storage database that will allow
 inspectors to store evidentiary photos/documents related to inspections and compliance review investigations.

Lidar / Radar Repair
 Repairs made by the Manufacture \$2,000.00

Document Destruction
 Industrial on-site shredding of sensitive documents \$2,000.00

Total Other Expenses \$174,740.00

MOE Expenditures

Inspections Conducted By Other MCSAP-Certified Officers \$270,000.00
 MCSAP Vehicle Maintenance and Repair \$33,000.00
 MCSAP Fuel Costs \$110,000.00

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	\$4,404,109.00	\$777,196.00	\$5,181,305.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$777,196.00
MOE Baseline:	\$1,104,183.67

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Lieutenant	\$283,720.65	\$50,068.35	\$333,789.00
Sergeant	\$297,799.20	\$52,552.80	\$350,352.00
Trooper	\$1,074,774.00	\$189,666.00	\$1,264,440.00
Admin Manager I	\$33,300.45	\$5,876.55	\$39,177.00
Admin Coordinator IV	\$29,226.40	\$5,157.60	\$34,384.00
Admin Coordinator IV	\$26,520.00	\$4,680.00	\$31,200.00
Data Quality Investigator	\$139,230.00	\$24,570.00	\$163,800.00
NESA Investigator	\$324,870.00	\$57,330.00	\$382,200.00
Salary Subtotal	\$2,209,440.70	\$389,901.30	\$2,599,342.00
MCSAP Personnel	\$918,000.00	\$162,000.00	\$1,080,000.00
Overtime subtotal	\$918,000.00	\$162,000.00	\$1,080,000.00
Personnel total	\$3,127,440.70	\$551,901.30	\$3,679,342.00
Planned MOE	\$1,823,487.00		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Lieutenant	\$25,756.70	\$4,545.30	\$30,302.00
Sergeant	\$42,978.55	\$7,584.45	\$50,563.00
Trooper	\$151,177.60	\$26,678.40	\$177,856.00
Admin Manager I	\$22,570.90	\$3,983.10	\$26,554.00
Admin Coordinator IV	\$20,541.10	\$3,624.90	\$24,166.00
Admin Coordinator IV	\$384.20	\$67.80	\$452.00
Data Quality Investigators	\$2,018.75	\$356.25	\$2,375.00
NESA Investigators	\$4,710.70	\$831.30	\$5,542.00
Overtime	\$13,311.00	\$2,349.00	\$15,660.00
Uniform Allowance	\$32,531.20	\$5,740.80	\$38,272.00
Fringe Benefits total	\$315,980.70	\$55,761.30	\$371,742.00
Planned MOE	\$1,999,443.00		

Travel			
	Federal Share	State Share	Total Project Costs
COHMED	\$2,210.00	\$390.00	\$2,600.00
MCSAP Planning Meeting	\$1,870.00	\$330.00	\$2,200.00
CVSA Spring Workshop	\$4,590.00	\$810.00	\$5,400.00
LMTA Annual Conference	\$3,400.00	\$600.00	\$4,000.00
National Traffic Records Forum	\$1,700.00	\$300.00	\$2,000.00
Data Quality Workshop	\$2,550.00	\$450.00	\$3,000.00
NAIC	\$2,210.00	\$390.00	\$2,600.00
CVSA Annual Conference	\$4,590.00	\$810.00	\$5,400.00
Safe Drive/Technology Workshop	\$1,700.00	\$300.00	\$2,000.00
MCSAP Training Travel	\$850.00	\$150.00	\$1,000.00
NESA Training Travel	\$4,250.00	\$750.00	\$5,000.00
MCSAP Program Travel	\$850.00	\$150.00	\$1,000.00
NESA Program Travel	\$26,350.00	\$4,650.00	\$31,000.00
Unexpected Training and Travel	\$6,800.00	\$1,200.00	\$8,000.00
Travel total	\$63,920.00	\$11,280.00	\$75,200.00
Planned MOE	\$0.00		

Equipment			
	Federal Share	State Share	Total Project Costs
MCSAP Data Base System	\$226,657.60	\$39,998.40	\$266,656.00
Vehicles	\$68,000.00	\$12,000.00	\$80,000.00
Equipment total	\$294,657.60	\$51,998.40	\$346,656.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Office Supplies	\$41,739.25	\$7,365.75	\$49,105.00
Uniform Related Supplies	\$54,187.50	\$9,562.50	\$63,750.00
Printer Ink Cartidges	\$63,962.50	\$11,287.50	\$75,250.00
Inspection Related Supplies	\$20,400.00	\$3,600.00	\$24,000.00
HM Enforcer Software	\$22,100.00	\$3,900.00	\$26,000.00
CVSA OOS Criteria Handbooks/Pictorials	\$3,570.00	\$630.00	\$4,200.00
FMCSR/HMR Guides	\$6,630.00	\$1,170.00	\$7,800.00
Desktop Computers	\$3,825.00	\$675.00	\$4,500.00
Window Tint Meters	\$1,700.00	\$300.00	\$2,000.00
Printers	\$9,350.00	\$1,650.00	\$11,000.00
MCSAP Phone System	\$8,075.00	\$1,425.00	\$9,500.00
Mobile Data Terminals	\$8,491.50	\$1,498.50	\$9,990.00
Scanners	\$14,280.00	\$2,520.00	\$16,800.00
Radars	\$5,100.00	\$900.00	\$6,000.00
Lidars	\$5,100.00	\$900.00	\$6,000.00
Supplies total	\$268,510.75	\$47,384.25	\$315,895.00
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Neopost	\$3,060.00	\$540.00	\$3,600.00
Xerox	\$3,315.00	\$585.00	\$3,900.00
Preferred Data Voice Networks	\$680.00	\$120.00	\$800.00
Timothy Bella	\$55,675.00	\$9,825.00	\$65,500.00
Louisiana State University	\$122,340.50	\$21,589.50	\$143,930.00
Contractual and Subaward total	\$185,070.50	\$32,659.50	\$217,730.00
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
Training Costs (Classroom supplies, materials, etc.)	\$4,080.00	\$720.00	\$4,800.00
Public Outreach	\$3,485.00	\$615.00	\$4,100.00
US Postmaster	\$1,190.00	\$210.00	\$1,400.00
Conference Costs	\$4,675.00	\$825.00	\$5,500.00
CVSA Decals	\$3,332.00	\$588.00	\$3,920.00
CVSA Dues	\$8,840.00	\$1,560.00	\$10,400.00
Communications (Wireless Internet Devices/Mobile Phones)	\$77,112.00	\$13,608.00	\$90,720.00
MCSAP Image Keeper	\$42,415.00	\$7,485.00	\$49,900.00
Lidar/Radar Repair	\$1,700.00	\$300.00	\$2,000.00
Document Destruction	\$1,700.00	\$300.00	\$2,000.00
Other Costs total	\$148,529.00	\$26,211.00	\$174,740.00
Planned MOE	\$343,000.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$4,404,109.25	\$777,195.75	\$5,181,305.00
Total Costs Budgeted	\$4,404,109.25	\$777,195.75	\$5,181,305.00
Total Planned MOE	\$4,165,930.00		

10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,404,109.00	\$777,196.00	\$5,181,305.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$777,196.00
MOE Baseline:	\$1,104,183.67

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

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$2,209,440.70	\$389,901.30	\$2,599,342.00	NA
Overtime Subtotal	\$918,000.00	\$162,000.00	\$1,080,000.00	NA
Personnel Total	\$3,127,440.70	\$551,901.30	\$3,679,342.00	\$1,823,487.00
Fringe Benefits Total	\$315,980.70	\$55,761.30	\$371,742.00	\$1,999,443.00
Travel Total	\$63,920.00	\$11,280.00	\$75,200.00	\$0.00
Equipment Total	\$294,657.60	\$51,998.40	\$346,656.00	\$0.00
Supplies Total	\$268,510.75	\$47,384.25	\$315,895.00	\$0.00
Contractual and Subaward Total	\$185,070.50	\$32,659.50	\$217,730.00	\$0.00
Other Costs Total	\$148,529.00	\$26,211.00	\$174,740.00	\$343,000.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$4,404,109.25	\$777,195.75	\$5,181,305.00	\$4,165,930.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$4,404,109.25	\$777,195.75	\$5,181,305.00	\$4,165,930.00

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

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

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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? Separate Document Uploaded
2. What is the title of your certifying State official? Separate Document Uploaded
3. What are the phone # and email address of your State official? Separate Document Uploaded

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

- ☒ Yes
- ☐ No

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

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

3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☒ Yes ☐ No

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
N/A	11/01/2016	LAC 33.V.10303	Updated the adoption of the FMCSRs and HMRs.

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 Kevin Reeves, Superintendent, on behalf of the State of Louisiana, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

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

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Katara Williams.
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 willfully participates 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

8/7/2017

Signature



Kevin Reeves, Superintendent

ANNUAL CERTIFICATION OF COMPATIBILITY

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

INTERSTATE MOTOR CARRIERS

The following Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations promulgated by the United States Department of Transportation, revised as of November 01, 2016, and contained in the following Parts of 49 CFR as now in effect or as hereafter amended, are adopted through legislation between the Louisiana Department of Public Safety and Corrections and the United States Department of Transportation.

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

INTRASTATE MOTOR CARRIERS

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

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



Colonel Kevin Reeves, Superintendent
Louisiana State Police

8/7/2017

Date