

NEW YORK

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

Date of Approval: Nov 24, 2017

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.

The mission of the New York State agencies that participate in the Commercial Vehicle Safety Program is to reduce fatal and serious injury crashes involving large trucks and buses on New York's roadways. The NYS Department of Transportation (NYSDOT) is the lead agency for the administration of the Commercial Vehicle Safety Plan, which is implemented in collaboration with the NYS Division of State Police.

In addition to the FMCSA New York Division, other key partners are the NYS Department of Motor Vehicles (NYSDMV), which is responsible for the licensing of CMV drivers and compliance with CDL regulations and also oversees the crash data for the state, the Institute for Traffic Safety Management and Research (ITSMR), which provides data and analytical support for the development of the CVSP and conducts ongoing monitoring and the annual assessment of the program's progress and achievements, the Governor's Traffic Safety Committee, which is responsible for the state's highway safety program, and the Trucking Association of New York (TANY), which represents and serves as a liason with the state's trucking industry. Representatives from each of these organizations meet on a quarterly basis to exchange information on the status of program activities, new federal and state regulations and other initiatives, and to discuss emerging issues affecting commercial vehicle safety in New York.

To support the mission of New York's CVSP, the following goal has been set:

Reduce the number of fatalities in crashes involving large trucks and buses in New York State 3% from the 2014-2016 average of 119 to 115 in 2018

Data Sources: NYS Accident Information System (AIS) accessed through the online Traffic Safety Statistical Repository (TSSR), 7/15/2017 capture date and NYS SAFETYNET/NGA System, 7/17/2017 capture date. Data for 2016 are preliminary; final 2016 crash data will be available in fall 2017.

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.*

As the lead MCSAP agency, the NYS Department of Transportation collaborates with the NYS Division of State Police on the implementation of New York's commercial motor vehicle enforcement program. The primary component of the state's comprehensive commercial vehicle safety program is its roadside safety inspection program for commercial vehicles and drivers. Under the MCSAP grant program, the state's 62 counties are organized into six MCSAP regions: Region 1 - Albany, Region 3 - Syracuse, Region 5 - Buffalo, Region 8 - Poughkeepsie, Region 10 - Hauppauge, and Region 11 - New York City. Roadside safety inspections are conducted in each of the six regions at rest areas and other locations that accommodate inspection activities in a safe manner.

Inspections are conducted by teams that include the following NASTI trained personnel:

69 certified NYSDOT personnel consisting of Motor Carrier Investigators, Motor Vehicle Inspectors, Supervising Motor Carrier Investigators, Supervising Motor Vehicle Inspectors, and Intermodal Transportation Specialists

96 State Troopers assigned full-time to the Commercial Vehicle Enforcement Unit (CVEU), which is dedicated to CMV inspection and traffic enforcement, 96 State Troopers assigned to the Traffic Incident Management (TIM) detail, who conduct CMV inspections part-time, 187 State Troopers, whose primary assignment is Interstate Highway Patrol (IHP) and who conduct CMV inspections part-time, and 50 NYC Troopers, who perform level 3 inspections

The inspection teams ensure safe traffic operations, conduct safety inspections, and issue traffic summonses.

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:	NYS DEPARTMENT OF TRANSPORTATION
Enter total number of personnel participating in MCSAP activities	77
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	69
Traffic Enforcement Activities	0
Investigations*	3
Public Education and Awareness	27
Data Collection and Reporting	9
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NYS DIVISION OF STATE POLICE
Enter total number of personnel participating in MCSAP activities	429
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	429
Traffic Enforcement Activities	429
Investigations*	0
Public Education and Awareness	25
Data Collection and Reporting	15
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NYS DEPARTMENT OF MOTOR VEHICLES
Enter total number of personnel participating in MCSAP activities	4
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	37
Total # of MCSAP Participating Personnel:	95

Part 2 - Crash Reduction and National Program Elements

1 - Overview

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

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

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	96	95	96
01/01/2015	12/31/2015	109	79	109
01/01/2014	12/31/2014	79	85	79
01/01/2013	12/31/2013	105	90	105
01/01/2012	12/31/2012	92	95	92

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Other

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

Number of Fatal & Personal Injury Crashes Involving Buses

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	15	386	712
01/01/2015	12/31/2015	30	406	403
01/01/2014	12/31/2014	29	395	442
01/01/2013	12/31/2013	26	507	665
01/01/2012	12/31/2012	25	425	653

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 # Fatalities

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	0		
01/01/2015	12/31/2015	0		
01/01/2014	12/31/2014	0		
01/01/2013	12/31/2013	0		
01/01/2012	12/31/2012	0		

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

All CMV Crashes: NYS Accident Information System (AIS) accessed through the online Traffic Safety Statistical Repository (TSSR), capture date 7/15/2017. Data for 2016 are preliminary; final 2016 crash data will be available fall 2017. Bus Crashes: NYS SAFETYNET NGA Data, capture date 7/17/2017; data for 2016 are preliminary. Fatalities in Crashes Involving an HM Release: NYS SAFETYNET NGA Data, capture date 7/17/2017; data for 2016 are preliminary.

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

After increasing to 109 in 2015, the number of fatalities in large truck crashes dropped by 12% to 96 in 2016, nearly achieving the goal of 95 set in the FY 2017 CVSP.

NOTE: The source of the crash data used in New York's CVSP is the state's Accident Information System (AIS). In the AIS, the definition of a large truck is based on three criteria: 1) registered weight > 10,000 pounds; 2) truck/bus class type; and 3) vehicle body type.

Passenger Carrier Crashes

Since 2014, the performance measure used in New York to set its passenger carrier crash reduction goal has been fatal and personal injury crashes. Due to the implementation of a new system for the electronic transmission of crash reports for New York City, more timely data are now available. Because data for the CVSP are captured at the same time each year, the data for 2016 are not comparable to earlier years. For example, preliminary data for 2016 indicate a much higher number of personal injury crashes than the previous year (699 vs. 403 in 2015 and 442 in 2014), while fatal crashes dropped (from 29 in 2015 to 14 in 2016).

HM Crashes

For all five years, 2012-2016, there were no fatalities in crashes involving an HM release. Based on this record, New York does not set a performance goal in this area. New York will continue to conduct HM inspections and compliance investigations to ensure that this success is maintained.

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.

Unsafe driver behaviors on the part of both CMV drivers and other drivers involved in large truck crashes are the most frequently reported contributing factors in large truck crashes. Analyses of preliminary 2016 crash data from New York's AIS database indicate that in crashes involving a large truck and another vehicle, the most frequently reported factors for truck drivers were driver inattention/distraction (12%) and actions related to aggressive driving, including passing/lane changing (10%) and following too closely (10%). The other drivers involved in crashes with large trucks were also assigned contributing factors related to aggressive driving, including passing/lane changing (15%), failure to yield the right-of-way (9%), and following too closely (8%), as well as driver inattention/distraction (11%). Unsafe speed was a factor for 4% of the truck drivers and 5% of the other drivers involved in large truck crashes.

Based on preliminary 2016 data from the AIS, the number of fatal crashes involving large trucks continued to fluctuate; between 2014 and 2015, fatal crashes increased from 74 to 97 and then decreased to 89 in 2016. Further analyses showed that fatal truck crashes decreased between 2015 and 2016 in every MCSAP Region with the exception of Region 1 (Albany) where large truck fatal crashes

increased by one and Region 11 (NYC) where large truck fatal crashes increased from 15 to 23. The largest decrease in large truck fatal crashes occurred in Region 5-Buffalo (from 24 to 15). The final 2016 AIS data will be available in fall 2017.

Between 2015 and 2016, the largest decrease in large truck fatal crashes occurred on State Routes (from 60 to 45), while the largest increase occurred on city, town, and village streets (from 19 to 26). The largest proportions of all large truck crashes occur on local streets (41% in 2016) and state routes (38% in 2016).

Enter the data source and capture date:

NOTE: The source of the crash data used in New York's CVSP is the state's Accident Information System (AIS), which is accessed through the online Traffic Safety Statistical Repository (TSSR), capture date 7/15/2017. Data for 2016 are preliminary; final 2016 crash data will be available fall 2017.

Projected Goal for FY [2018]

Enter Crash Reduction Goal:

Reduce the number of fatalities in crashes involving large trucks in New York State 3% from the 2014-2016 average of 95 to 92 in 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.

Distracted and Aggressive Driving Enforcement Details

In FFY 2018, the New York State Police Commercial Vehicle Enforcement Unit (CVEU) will conduct 10 Distracted and Aggressive Driving Enforcement Details across the state each quarter. The [REDACTED] details are conducted in areas with a high volume of CMV traffic and crashes. CVEU Troopers conduct truck inspections at fixed road checks and focus on driver-related violations. Traffic Incident Management (TIM) Troopers conduct traffic enforcement near the inspection sites, focusing on CMV drivers and non-CMV drivers, who commit moving violations, especially aggressive driving and distracted driving-related violations, in the vicinity of large trucks. The CVEU and TIM Troopers will distribute educational brochures focusing on distracted and aggressive driving behaviors to the drivers stopped during the details.

825 of the 63,535 Level 1, 2, and 3 inspections projected for FFY 2018 will be dedicated to this activity (See Crash Reduction Section 3 - Roadside Inspections).

Troop Specific Safety Initiative Details

Each State Police Troop will conduct special details throughout the year to address CMV safety issues of particular concern in their jurisdictions, such as high crash areas, routes with high CMV traffic volumes, bypass routes known to be used by substandard carriers, citizen complaints, and requests for enforcement support from other law enforcement agencies or NYSDOT.

2,450 of the 63,535 Level 1, 2, and 3 inspections projected for FFY 2018 will be dedicated to this activity (See Crash Reduction Section 3 - Roadside Inspections).

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.

The Institute for Traffic Safety Management and Research (ITSMR) will access preliminary fatality data from New York's Accident Information System (AIS) through the online Traffic Safety Statistical Repository (TSSR) on a quarterly basis to track the measure throughout the year. These preliminary numbers will be reported in the MCSAP Quarterly Reports. Once the data for the calendar year are finalized, the progress made toward the goal will be evaluated and reported in the state's CVSP Annual Assessment Report prepared by ITSMR.

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	27793	23582	19242	19386	21314
Level 2: Walk-Around	38991	44957	44293	46018	48746
Level 3: Driver-Only	24903	24578	23701	33844	37682
Level 4: Special Inspections	480	845	496	629	126
Level 5: Vehicle-Only	264	436	475	477	626
Level 6: Radioactive Materials	19	16	21	26	37
Total	92450	94414	88228	100380	108531

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.

In FFY 2016, a total of 108,531 inspections were conducted in New York State: 88% were inspections of non-HM large trucks, 6% were inspections of HM trucks, and 6% were inspections of passenger carriers. Level 1 inspections accounted for 20% of the total inspections in FFY 2016, while 35% were Level 3. As of the capture date of July 7, 2017, a total of 66,161 inspections were conducted in FFY 2017. (Data Source: FMCSA A&I Online, CVSP Dashboard. Data for FFYs 2012-2014 not available on the current dashboard).

There are 429 positions for those certified to conduct roadside inspections within the NYS Division of State Police and 69 within the NYS Department of Transportation. In conjunction with each inspection, staff routinely perform the following activities at roadside: electronic verification of the driver's license, alcohol and controlled substance detection, interdiction and enforcement activities as required by 49 CFR Part 350.109 and Part 350.20 (q)(1-3), and enforcement of operating authority and financial responsibility requirements under 49 CFR Part 350.20(t)(1)&(2). The program's written policy is to check every license through CDLIS. Carrier status is verified through Query Central. Carriers found to be suspended will be placed out of service, and copies of all documents associated with the load, as well as the driver's logbook, will be forwarded to the FMCSA New York Division.

While large truck inspections continue to be the core of the state's roadside inspection program, passenger carriers have become an important focus as a result of a number of serious motorcoach crashes. The special passenger carrier inspection details that will be implemented in FFY 2018 are described under National Emphasis, Section 2 - Passenger Carrier Enforcement.

Because of the danger posed by commercial motor vehicles that transport hazardous materials, special inspection details targeting HM carriers, especially cargo tank vehicles and their drivers, are also an important component of the inspection program.

In addition to routine inspection activities, the following special inspection details are planned for FFY 2018:

To address the role that driver behavior plays in crashes involving commercial motor vehicles of all types, Level 3 inspections focusing on enforcement of Hours-of-Service regulations and other driver qualifications will also continue to be emphasized.

Hours-of-Service and Driver Qualification Details:

The State Police CVEU will conduct [REDACTED] Hours of Service and Driver Qualification Details each quarter. The focus will be on Level 3 inspections where the driver's logbook, license, medical qualifications, and other related paperwork will be inspected. [REDACTED]

Traffic Incident Management (TIM) Troopers will conduct Level 3 inspections of commercial vehicles traveling on bypass routes. Inspectors will be conducting inspections concentrated on the major commercial vehicle corridors of New York State, [REDACTED]

Detail members will also perform inspections on hazardous materials transporters, focusing on areas such as load securement, material packaging integrity, improper compatibility, and improper or no hazard communication. Additionally, driver qualifications are scrutinized, including proper and valid class of license, endorsements, restrictions, and driver physical qualifications. All operators' licenses of vehicles transporting hazardous materials are file checked for warrants and validity.

Electronic Logging Devices (ELD):

New York State is in the process of adopting 2016 ELD rules and regulations, which will allow the state to be compliant and able to enforce ELD requirements. Additionally, NYSDOT plans to have staff attend ELD training when it is offered in FFY 2018.*

**Once more information is known, the expenses may become part of the MOE costs. This is due to the fact that it is difficult to estimate the expenses for budgeting purposes, without more information.*

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: NYS DEPARTMENT OF TRANSPORTATION

Enter the total number of certified officers in the Lead agency: 65

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12655	2105	1073	15833	44.17%
Level 2: Walk-Around	9967	190	2348	12505	34.89%
Level 3: Driver-Only	5181	99	1220	6500	18.13%
Level 4: Special Inspections	233	11	0	244	0.68%
Level 5: Vehicle-Only	383	14	365	762	2.13%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	28419	2419	5006	35844	

MCSAP subrecipient agency

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

Subrecipient is: NYS DIVISION OF STATE POLICE

Enter the total number of certified officers in this funded agency: 429

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5839	788	166	6793	10.69%
Level 2: Walk-Around	25177	3537	98	28812	45.35%
Level 3: Driver-Only	25896	0	2034	27930	43.96%
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 Funded Agencies	56912	4325	2298	63535	

NYS DEPARTMENT OF MOTOR

Subrecipient is: VEHICLES

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	0	0	0	0	%
Level 2: Walk-Around	0	0	0	0	%
Level 3: Driver-Only	0	0	0	0	%
Level 4: Special Inspections	0	0	0	0	%
Level 5: Vehicle-Only	0	0	0	0	%
Level 6: Radioactive Materials	0	0	0	0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	37
Enter the total number of non-funded certified officers:	68
Enter the total number of inspections projected for FY 2018:	8000

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: NYS DEPARTMENT OF TRANSPORTATION					
# certified officers: 65					
Subrecipient Agencies: NYS DEPARTMENT OF MOTOR VEHICLES, NYS DIVISION OF STATE POLICE					
# certified officers: 429					
Number of Non-Funded Agencies: 37					
# certified officers: 68					
# projected inspections: 8000					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	18494	2893	1239	22626	22.77%
Level 2: Walk-Around	35144	3727	2446	41317	41.58%
Level 3: Driver-Only	31077	99	3254	34430	34.65%
Level 4: Special Inspections	233	11	0	244	0.25%
Level 5: Vehicle-Only	383	14	365	762	0.77%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	85331	6744	7304	99379	

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.

Level 1: NYSDOT is bringing on additional staff whose primary focus will be to conduct Level 1 inspections.

4 - Investigations

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



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

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	28	2	2	2
CSA Off-Site	0	4	0	0	0
CSA On-Site Focused/Focused CR	0	2	19	13	7
CSA On-Site Comprehensive	0	0	2	3	1
Total Investigations	0	34	23	18	10
Total Security Contact Reviews	5	10	7	8	4
Total Terminal Investigations	0	1	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	2	2	6
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	1	12	12	9
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	2	14	14	15
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

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	9	0
CSA On-Site Comprehensive	9	0
Total Investigations	18	0
Total Security Contact Reviews	0	0
Total Terminal Investigations	0	0

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

Although goals are projected to conduct federal investigations based on investigative type, these are subject to change based on requests from FMCSA. NYSDOT uses the FMCSA's Risk-Based Prioritization Lists to identify intrastate carriers with alerts in two or more BASICs. Additionally, New York domiciled carriers (intrastate and interstate) with three or more unreturned Driver Vehicle Examination reports (DVERs) with OOS violations or that were cited for operating an OOS vehicle (396.9c2) during the previous quarter are also targeted for investigations. Lists of carriers that fall in the above categories are compiled on a quarterly basis and provided to field staff for investigations. Typically, the investigations are comprised of focused or comprehensive state compliance reviews (as appropriate). During the investigations, the breakdowns of the carriers' safety management processes are identified. The carriers are advised on how they can improve their safety. As a result of the investigations, warning letters or Notices of Violations may be issued with follow-up activities. These follow-up activities may involve a revisit of the carrier, development of corrective action plans, or the carrier may be requested to provide additional documentation as proof of compliance for items that were found deficient.

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

There are three Motor Carrier Investigators certified to conduct federal investigations (formally federal compliance reviews).

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.

Investigations:

- Number of CSA On-site Focused/Focused CR investigations on interstate carriers
- Number of On-site Comprehensive investigations on interstate carriers

FMCSA's MCMIS and A&I Online will be used to monitor the number of investigations that are conducted on a quarterly basis. Progress toward achieving the performance objectives for investigations will be evaluated and reported in the CVSP Annual Assessment prepared by ITSMR.

Pre-Authority Intrastate Reviews on New HHG and Passenger Carriers:

- Number of pre-authority intrastate reviews conducted on new HHG and passenger carriers

The reporting on this activity will lag by about a quarter. This is due to the amount of time it takes for the performed reviews to get approved and uploaded to the state review system.

State Compliance Reviews on Carriers with Unreturned DVERs

- Number of state compliance reviews conducted on carriers with unreturned DVERs

The reporting on this activity will lag by about a quarter. This is due to the amount of time it takes for the performed reviews to get approved and uploaded to the state review system.

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		
10/01/2015	09/30/2016	14349	17247
10/01/2014	09/30/2015	14152	17113
10/01/2013	09/30/2014	12955	16132
10/01/2012	09/30/2013	14561	17917
10/01/2011	09/30/2012	12880	16204

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	1222	1222
10/01/2014	09/30/2015	1622	1622
10/01/2013	09/30/2014	994	994
10/01/2012	09/30/2013	1337	1337
10/01/2011	09/30/2012	1254	1254

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

Sources: Table 1: FMCSA A&I Online, capture date 7/28/2017 Table 2: New York State Police, FFY 2016 MCSAP Quarterly Reports

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](#).

On a routine basis, the New York State Police CVEU, comprised of 96 State Troopers dedicated full-time to CMV inspection and traffic enforcement, conducts enforcement of moving violations and investigates crashes involving commercial vehicles in the ten Troops statewide. An additional 96 TIM Troopers conduct CMV and non-CMV traffic enforcement on a part-time basis. TIM Troopers have been trained to conduct Level 3 inspections; an inspection is conducted in conjunction with every traffic enforcement stop of a CMV. NYSDOT and the State Police routinely conduct joint details that combine traffic enforcement with inspections. The aim is to conduct 15% of the traffic enforcement during off-peak hours and the remaining 85% during normal peak hours. Enforcement will be concentrated on the major commercial vehicle corridors of New York State, [REDACTED]

[REDACTED] There are 429 positions for those certified to conduct roadside inspections.

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	14000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	40

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
107379	18	1250	108647	101499

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

The number of traffic enforcement stops with an inspection will be monitored using MCMIS data accessed through the FMCSA A&I Data Dashboard. The policy of the New York State Police is to conduct an inspection on every CMV that is stopped. The number of CMV traffic enforcement stops with an inspection and the number of citations that are issued will be reported in the MCSAP Quarterly Reports. Traffic enforcement is also conducted on the drivers of other vehicles operating in the vicinity of CMVs. A ticket is issued to every non-CMV driver that is stopped for a traffic violation during these details. Data on the number of details conducted, the number of non-CMV drivers stopped, and the number of tickets issued to these drivers are compiled by the State Police and included in the MCSAP Quarterly Reports.

6 - Safety Technology

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

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

These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Step 5	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:

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

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than Step 6, describe activities your State plans to implement to achieve full PRISM compliance.

PRISM Compliance

In FFY 2018, New York plans to propose legislation that will support the state's path to full PRISM compliance by October 2020.

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

PRISM Compliance

Legislation, which will enable the state to advance to full PRISM compliance, will be proposed.

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.

PRISM Compliance

NYSDOT will monitor the status of the proposed legislation throughout the grant performance period.

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	140	200	166	100	139
CMV Safety Belt Education and Outreach					0
State Trucking Association Meetings					13
State-Sponsored Outreach Events	1	1	1	1	2
Local Educational Safety Events					8
Teen Safety Events					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 safety initiatives. Include the number of personnel that will be participating in this effort.

Maintain and enhance outreach efforts with the motor carrier industry to provide education and training that will improve the safety and security of New York's roadways by conducting a minimum of 162 educational and outreach programs in FFY 2018. The approximate number of personnel charging to the grant for reimbursement is 52.

Plan and conduct the annual New York State Truck Safety and Education Symposium and Safety Exhibition. Participate in both the CVSA Brake Safety Week in September and the CVSA International Roadcheck Week in June. Provide educational presentations and other types of outreach to the CMV industry, law enforcement, court personnel, and the general public to raise awareness of issues related to CMV safety.

*Some outreach activities conducted may fall under more than one category.

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	148
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	2
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0

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.

On a quarterly basis, NYSDOT and the State Police will report the number of outreach and education activities conducted, including educational speeches and presentations to industry groups and associations, court and law enforcement professionals, and the general public. The activities will be monitored on an ongoing basis and reported in the MCSAP Quarterly Reports. Progress toward achieving the performance objective for Public Education and Outreach will be evaluated and reported in the CVSP Annual Assessment prepared by ITSMR.

Performance Measure:

Number of conferences, training programs, and other educational outreach programs presented

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.

7/28/2017

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.

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

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

9 - New Entrant Safety Audits

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

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

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

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	1172	1201	1341	1339	1252
Intrastate	0	0	0	0	0
Total Audits	1172	1201	1341	1339	1252

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

Narrative Overview for FY 2018

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

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

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

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

Projected Goals for FY 2018

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management

controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.

- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2018 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	300	0
# of Safety Audits (Offsite)	950	0
# Group Audits	0	0
TOTAL Safety Audits	1250	0
# of Non-Audit Resolutions	1200	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.

Strategies that will be utilized to complete safety audits (SAs) on New Entrant carriers within the required time period include the following:

Timely and accurate assigning of New Entrant carriers to Investigators for SAs

Monitoring by SA supervisory staff of assigned SAs to ensure the SAs are on schedule to meet time period requirements

Program Summary:

New York State has effectively delivered the New Entrant Safety Audit Program since its start and was one of the states that participated in the New Entrant Safety Audit Pilot Program, beginning in November 2012, during the development stages.

New York State has a diverse carrier population, which varies by region. In the downstate metro area, the majority of new entrant carriers are smaller operators and densely concentrated. Language, socio-economic, and cultural issues can be significant obstacles in contact attempts, scheduling, and performance of the audits. New Entrant carriers in the northeastern part of the state are often located long distances from each other and the auditor's location, resulting in more overtime and travel accommodations.

Periodically, New York assists with conducting New Entrant safety audits on Canadian carriers, at the request of FMCSA. This occurs if there is a large number of Canadian carriers approaching their New Entrant safety audit due date.

In general, around 2,500 New York based New Entrant carriers are removed from the MCMIS database annually through completion of safety audits or operating status changes.

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.

In order to meet the objective of processing and completing SAs within the statutory time limits, NYSDOT will need to maintain a certain level of performance to keep up with the SAs as carriers enter the New Entrant SA Program. Activities, which will support this plan include:

Conducting 300 onsite SAs in FFY 2018

Conducting 950 offsite SAs in FFY 2018

Completing 1,200 non-audit resolutions in FFY 2018

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.

In order to meet our program strategy activity of conducting approximately 300 onsite New Entrant SAs and 950 offsite New Entrant SAs in FFY 2018, our sub-goal is to conduct around 75 onsite and 237 offsite safety audits each quarter. To reach our program strategy activity of completing approximately 1,200 non-audit resolutions, our sub-goal is to complete around 300 per quarter.

New York State's progress will be tracked and reported on in the MCSAP quarterly reports, through the use of FMCSA's online New Entrant web system (NEWS). Also, New York State will continue to work in cooperation with the New York FMCSA DAs office to find and tag carriers, who are approaching their due dates. Once these carriers are identified, the individual auditors, to whom the carriers are assigned, will be notified to expedite the completion of their safety audits. With these steps in place, New York State will be able to achieve its main goal and objective of assisting FMCSA in reducing the number of crashes and fatalities involving large trucks and commercial passenger carrier vehicles through the New Entrant Safety Audit Program process.

10 - Border Enforcement

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

Trend Analysis for 2012 - 2016

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

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	238	104	84	92	70
Level 2: Walk-Around	15796	10968	10654	13108	8507
Level 3: Driver-Only	732	1070	1728	1204	502
Level 4: Special Inspections	0	0	0	0	1
Level 5: Vehicle-Only				0	0
Level 6: Radioactive Materials	0	0	0	0	1
Total	16766	12142	12466	14404	9081

Narrative Overview for FY 2018

☐ The State chooses not to engage in border enforcement activities in FY [2018]. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency: New York Division of State Police

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

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

Check all objectives that apply (minimum of 1):

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

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

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

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

Projected Goals for FY 2018

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2018 - Border Enforcement	
	FY 2018
Number of International Commerce Regular CMV	7000
Number of International Commerce HM	350
Number of International Commerce Passenger	350
Total International Commerce Inspections	7700
Number of Fixed Facility International Inspections	0
Number of Non-Fixed Facility International Inspections	7700
Traffic Enforcement	1000
Strike Force Activities (CMVs)	24
Strike Force Activities (Passenger CMVs)	3

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

The New York State Police divides the State into 11 distinct geographical areas called Troops. Three Troops (Troop A, Troop B, and Troop D) contain, at a minimum, one international border crossing.

In FY 2018, eight enforcement details will be conducted in each of the three border troops, for a total of 24 details. [REDACTED]
[REDACTED] There will be 15 hours of overtime per [REDACTED] detail authorized for each CVEU member assigned.

[REDACTED] The Division only bills the grant for 15 hours of overtime per member, as well as the lodging costs. The remaining 24 hours of straight time is not billed to the grant and is covered by the Division of State Police.

To accomplish these specialized activities, the need for allocations to cover overtime, as well as travel expenses, will be necessary. These details will be conducted at or in close proximity to land border crossings. Locations in proximity to both heavily congested border crossings and those in proximity to the more remote crossings, will be utilized. All personnel assigned to these specialized border details will be NASTI Level 1, general hazmat, and cargo tank certified inspectors.

The New York State Police anticipates conducting a minimum of 7,700 safety inspections as part of the FFY 2018 Border Enforcement goals. In an effort to maximize the number of commercial vehicle driver contacts, CVEU members will focus on conducting CVSA Level 2 inspections. It is anticipated that approximately 95% of the total inspections conducted will be CVSA Level 2. The enforcement efforts will be conducted at or in close proximity to an international land border crossing to target international motor carriers and to verify their compliance with U.S. federal and state highway safety regulations. The NYSP estimates that at least 65% of the total inspections conducted as part of the Border Enforcement activities will qualify as being conducted on an international shipment.

The Division of State Police has also incorporated a bus safety component into the implementation strategy to ensure members are assigned to conduct bus/motor coach inspections throughout the details. [REDACTED]
[REDACTED]
[REDACTED]

Due to current federal restrictions on conducting in-transit inspections of passenger carrying vehicles, bus/ motor coach inspections will not be possible at detail locations that are not physically at a border crossing.

In an effort to increase the number of bus/motor coach inspections to a minimum of five percent of the total Border Enforcement inspections, the New York State Police will designate individuals during each detail to work at border crossings and to focus on bus/motor coach inspections. These members will work during the normal border detail dates, [REDACTED]
[REDACTED]

Although the overwhelming majority of the members assigned to the detail will be assigned to cover the day and overnight shifts for that time period to inspect trucks, additional assignments will also be made on dates in conjunction with the specific enforcement details as necessary, with a specific focus on inspecting buses at actual border crossings. This additional focus should result in the goal of 5% bus/motor coach inspections being met. In the event the federal restriction against in-transit inspections of passenger carrying vehicles is rescinded during the life of the grant, modifications will be made to ensure the greatest number of inspections possible are

conducted on passenger carrying vehicles. At minimum, the Division of State Police projects conducting a total of 350 inspections on motor coaches as part of the FFY2018 Border Enforcement activities.

Under the Border Enforcement activities, 7,700 international commerce inspections will be conducted at non-fixed facilities. Of the 7,700 inspections, there are 350 hazmat, 350 passenger, and 7,000 regular CMV inspections planned. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

Each commercial motor vehicle inspection conducted will be documented and collected on laptop computers through the TRACS

Inspection software. To properly track the inspections that are conducted as part of the FFY 2018 Border Enforcement activities, a field was added to the TRACS inspection report that enables CVEU members, assigned to one of the Border Enforcement details, to flag the inspection report as being a qualifying inspection. This field allows the New York State Police to separate the inspection reports that are conducted as part of the FFY 2018 Border Enforcement activities from those that are conducted as part of our normal enforcement efforts. A second field was added to the TRACS Inspection Report, which allows CVEU members to flag those inspections that qualify as an international shipment. A separate Border Enforcement activities report has also been designed in TRACS, which will provide CVEU supervisors with information necessary to properly monitor Border Enforcement activity and make staffing and location adjustments as necessary to ensure our projected goals are being met. The New York State Police will utilize the data from the TRACS Report to prepare and submit a report on a quarterly basis outlining program activity in the previous reporting period.

Although the Division of State Police does not utilize ASPEN, the TRACS software currently has the ability to capture the required data for ASPEN fields. The Division can clearly decipher and run reports on Border Enforcement inspections, as well as identify those inspections that qualify as international commerce.

To ensure projection measures, the following data will be reported quarterly:

Level 1 Inspections

Level 2 Inspections

Level 3 Inspections

Total # of Inspections Conducted (Each driver will be checked through CDLIS or NLETS and each carrier will be verified through Query Central.)

of International Inspections Conducted

% of Inspections qualifying as International Shipment

of violations on international carriers

"Off Peak" Inspections

Hazmat Inspections

Driver OOS Violations

Vehicle OOS Violations

Total Violations

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.

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.

Fatal and personal injury crashes involving buses were on a downward trend between 2013 and 2015, declining from 449 to 403. Due to the implementation of a new electronic data transmission system in New York City that has resulted in major improvements in both the timeliness and the completeness of crash data, the preliminary data for 2016 show a substantial increase in crashes involving buses. In particular, the number of personal injury bus crashes increased from 374 in 2015 to 699 in 2016 (87%) due to the reporting changes. Consequently, the data for 2016 are not comparable to earlier years.

Fatal crashes involving buses have consistently been reported in a more timely manner and are a more accurate indication of the trend over time. After increasing from 24 to 29 between 2013 and 2015, the preliminary 2016 data (7/17/2017 capture date) indicate that fatal bus crashes dropped by more than half to 14.

Low fare or curbside operations that provide service to popular destinations such as tourist attractions, casinos, major shopping centers, and prisons continue to be a concern. The large majority of fatal and personal injury bus crashes occur in New York's Upstate region (57%-66% in 2013-2015), with MCSAP Region 8 (Poughkeepsie) and MCSAP Region 5 (Buffalo) consistently having the highest proportions of fatal and personal injury crashes of the MCSAP Regions located Upstate. Region 8 (Poughkeepsie) was also the MCSAP Region with the greatest proportion of fatal and personal injury crashes overall in 2015 (26%), followed by Region 10 (Hauppauge) which accounted for 21% of the state's F&PI bus crashes in 2015.

Source: NYS SAFETYNET/NGA System, capture date 7/17/2017

Projected Goals for FY 2018: Enter performance goals.

Since preliminary data for 2016 indicate that the number fatal crashes involving buses dropped from 29 to 14 between 2015 and 2016, the following goal has been set:

In 2018, maintain the number of fatal crashes involving buses at 14, the number that occurred in 2016.

Source: NYS SAFETYNET/NGA System, capture date 7/17/2017

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

Motorcoach/Bus Safety Enforcement Details: In addition to increasing routine bus inspections across the state, NYSDOT, local police agencies, and the State Police will conduct special bus safety strikeforce details focusing on locations in the MCSAP Regions with high volumes of bus/motorcoach traffic and origin/destination locations such as tourist attractions. [REDACTED]

[REDACTED] TIM Troopers will patrol known bus routes and conduct Level 3 inspections or take other enforcement action when warranted. NYSDOT Investigators will also partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations in conjunction with completing federal compliance reviews.

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.

Number of Fatal Crashes Involving Buses is the performance measure that will be used to monitor progress toward the performance objective for Passenger Carrier Enforcement.

Monitoring and Evaluation:

The Institute for Traffic Safety Management and Research (ITSMR) will extract preliminary data on fatal crashes involving buses from New York's SAFETYNET/NGA system on a quarterly basis to track the measure throughout the year. These preliminary numbers will be reported in the MCSAP Quarterly Reports. Once the data for the calendar year are finalized, the progress made toward the goal will be evaluated and reported in the state's CVSP Annual Assessment Report prepared by ITSMR.

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.

During roadside inspections, Motor Carrier Investigators (MCIs) will collect data and report on all carriers, who violate 396.9(c)(2) of 49 FMCSR (failure to correct defects cited on roadside inspection reports). MCIs and their supervisors will determine if federal carrier interventions are applicable in these cases; if applicable, state personnel certified to conduct federal compliance reviews, will be assigned to conduct the interventions. Other carriers will be subject to intrastate review, data collection, and education/technical assistance.

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

Take action on a minimum of 85% of those New York domiciled motor carriers with 396.9(c)(2) violations, who are identified through investigations in FFY 2017.

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

In the first two quarters of FFY 2017, 100% (24 out of 24) of the New York domiciled motor carriers with 396.9(c)(2) violations, who were identified through investigations, received follow-up action by NYSDOT. New York is on track to exceed the goal of taking action on a minimum of 85% of the violators identified.

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

Activity #2

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

A risk-based process is being utilized to identify New York State domiciled carriers that have been issued out of service vehicle violations and have not returned three or more DVERs certifying that the defects have been corrected (pursuant to 49 CFR 396.9). NYS Investigators conduct state compliance reviews on the carriers identified.

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

In FFY 2017, take action and conduct state compliance reviews on approximately 60 of those New York State domiciled carriers, who have been issued out of service vehicle violations and have not returned DVERs certifying that the defects have been corrected (pursuant to 49 CFR 396.9).

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

In the first two quarters of FFY 2017, a total of 62 New York State domiciled carriers with OOS violations and three or more unreturned DVERs were identified and subjected to state compliance reviews exceeding the goal of 60 set for FFY 2017.

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

Activity #3

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

Conduct enhanced pre-authority compliance reviews on for-hire HHG and passenger carriers, who apply for operating authority from NYSDOT. These reviews are primarily informational. The carriers' operations to date (if any) are reviewed, and information on applicable safety regulations is provided.

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

Conduct 140 pre-authority reviews on HHG and passenger carriers in FFY 2017.

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

In the first two quarters of FFY 2017, it was reported that a total of 81 pre-authority reviews were conducted on HHG and passenger carriers between July and December 2016. New York is on track to meet the goal of 140 pre-authority reviews conducted in FFY 2017.

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

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.

Respond to Carriers, Who Fail to Correct Defects Cited in Roadside Inspections

Narrative Overview for FY 2018

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

Through its monitoring efforts, New York has identified carriers, who continually violate the requirement to correct previously cited defects discovered during roadside inspections, prior to continuing operations (49 CFR 396.9(c)(2)). By continuing to operate without correcting the defects that have been cited, these carriers pose a major threat to the safety of the state's roadways. Carriers, who fail to comply with federal regulations regarding the correction of defects, are subject to CSA intervention by federally certified NYSDOT Investigators. Other carriers are subject to intrastate review and action by NYSDOT. New York included a State Specific Objective in the FFY 2016 and FFY 2017 CVSPs to increase the percentage of intrastate carriers identified as having failed to correct previously cited defects, who receive follow-up action from NYSDOT. The activities undertaken to address this issue are proving to be successful and will continue in FFY 2018. In the first two quarters of FFY 2017, it was reported that 100% (24 out of 24) of the New York domiciled carriers identified through investigations were recipients of follow-up action by NYSDOT.

Projected Goals for FY 2018:

Enter performance goal.

In FFY 2018, take action on a minimum of 85% of those New York domiciled motor carriers with 396.9(c)(2) violations, who are identified through investigations.

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

During roadside inspections, NYSDOT will collect data and report on all carriers, who violate 396.9(c)(2) of 49 FMCSR. The data will be reviewed to determine if federal carrier interventions are applicable in these cases; if applicable, federally certified NYSDOT personnel will conduct investigations. Other carriers will be subject to intrastate review, data collection, and education/technical assistance.

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 Measure: Percentage of New York domiciled motor carriers identified through investigations with 396.9(c)(2) violations, who are the recipients of follow-up action by NYSDOT. Ongoing monitoring will be conducted on a quarterly basis. Inspection data from New York's SAFETYNET system will be queried to identify carriers, who have violated 396.9 (c)(2). Motor carriers, who failed to correct defects noted during roadside inspections, will be flagged for intervention and follow-up action in the form of federal compliance reviews and sometimes, Notices of Violation. This will be reported on in the quarterly reports submitted to FMCSA. It should be noted that there is a two quarter lag in data reporting due to the length of the process.

State Objective #2

Enter the title of your State-Identified Objective.

Enforcement for Carriers with Unreturned Driver Vehicle Examination Reports (DVERs)

Narrative Overview for FY 2018**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Through its monitoring efforts and review of inspection data, New York has identified NYS domiciled carriers with out of service violations, who have failed to return Driver Vehicle Examination Reports (DVERs) certifying that the previously cited defects have been corrected, prior to continuing operations. Interventions are needed to improve compliance with 49 CFR 396.9. This issue was included as a State-Specific Objective in the FFY 2017 CVSP and efforts to address this issue will continue in FFY 2018. In the first two quarters of FFY 2017, it was reported that a total of 62 NYS domiciled carriers with out of service vehicle violations, who failed to return three or more DVERs, received intrastate compliance reviews. It should be noted that there is a one quarter lag in data reporting due to the length of the process.

Projected Goals for FY 2018:**Enter performance goal.**

In FFY 2018, take action and conduct state compliance reviews on 90 New York State domiciled carriers, who have been issued out of service vehicle violations and have not returned three or more DVERs certifying that the defects have been corrected.

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

The risk-based process will be used to identify carriers, who have been issued out of service violations and have failed to return three or more DVERs. These carriers will be identified for intervention and follow-up in the form of state compliance reviews and sometimes, Notices of Violation and Repair Violations.

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 Measure: Number of NYS domiciled carriers with out of service vehicle violations and three or more unreturned DVERs, who receive state compliance reviews. Ongoing monitoring will be conducted on a quarterly basis. Inspection data from New York's SAFETYNET system will be queried to identify carriers, who have violated 49 CFR 396.9; these carriers will be flagged for intervention and follow-up. The status of this activity will be reported on in the quarterly reports submitted to FMCSA. The reporting on this activity will lag by about a quarter due to the amount of time it takes for the reviews that are performed to be approved and uploaded to the state review system.

State Objective #3

Enter the title of your State-Identified Objective.

Pre-Authority Intrastate Reviews on New HHG and Passenger Carriers (Please note: NYSDOT does not intend to submit expenses associated with pre-authority reviews for reimbursement. NYSDOT included this State-Identified objective in the eCVSP because it supplements the other program goals.)

Narrative Overview for FY 2018**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

To help prevent crashes and address other safety concerns, additional steps to ensure the safe operation of both new HHG and Passenger Carriers are warranted before operating authority is granted by NYSDOT. This issue was included as a State-Specific Objective in the FFY 2017 CVSP, and efforts to address this issue will continue in FFY 2018. In the first two quarters of FFY 2017, it was reported that a total of 81 pre-authority intrastate compliance reviews were conducted on household goods (HHG) and

passenger carriers. It should be noted that there is a one quarter lag in data reporting due to the length of the process.

Projected Goals for FY 2018:

Enter performance goal.

Conduct 140 pre-authority reviews on HHG and passenger carriers in FFY 2018.

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

For-hire HHG and passenger carriers, who apply for operating authority from NYSDOT, are subject to enhanced pre-authority compliance reviews. These reviews are primarily informational. The carrier's operations to date (if any) are reviewed, and information on applicable safety regulations is provided.

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 Measure: Number of pre-authority reviews conducted on new HHG and passenger carriers. NYSDOT's internal data files will be used to monitor the number of pre-authority reviews that are conducted on new HHG and passenger carriers applying for operating authority from NYSDOT. These numbers will be reported in the quarterly reports submitted to FMCSA. The reporting on this activity will lag by about a quarter due to the amount of time required for the completed reviews to be approved and uploaded to the state review system.

State Objective #4

Enter the title of your State-Identified Objective.

Launch Four Additional Screening Sites with the Capability of Collecting Data from Commercial Motor Vehicles

Narrative Overview for FY 2018

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

While random roadside inspections can identify carriers with vehicle and driver violations, which have a negative impact on safety, it is important to find other methods that can enhance this effort by identifying additional such carriers. Currently, there are four screening sites that are in the process of being launched. Presently, no data is collected on commercial motor vehicles through the screening process at these sites.

Projected Goals for FY 2018:

Enter performance goal.

Screen and collect data on 5,000 commercial motor vehicles at the four additional screening sites launched in FFY 2018 in an effort to both identify carriers in need of safety intervention and provide it.

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

Based on carrier information collected on commercial motor vehicles through the screening sites, additional interventions can be taken, which can include an inspection.

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 Measure: Number of carriers identified as needing safety intervention, such as an inspection, that receive intervention. NYSDOT will utilize SAFETYNET to track inspections conducted at the four screening sites. NYSDOT will also maintain information on carriers provided with additional interventions. This will be monitored on a quarterly basis.

State Objective #5

Enter the title of your State-Identified Objective.

Refine the Roadside Inspection Repair Verification Process (NYSDOT included this objective in the eCVSP because it supplements the other program goals)

Narrative Overview for FY 2018***Problem Statement Narrative: Describe problem identified by performance data including baseline data.***

Repair verifications are not being conducted consistently and only a portion of out of service vehicle defect reports on NYS domiciled carriers are verified. For example, out of 10,046 inspections that found vehicle out of service violations, less than 1% led to a repair verification.

Projected Goals for FY 2018:***Enter performance goal.***

Conduct repair verifications on 5% of NYS domiciled carriers with out of service vehicle defect inspection reports. The repair verifications will focus primarily on those with the most serious equipment violations.

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

Queries will be run on inspection data to identify inspections of NYS domiciled carriers where certain out of service vehicle defects were cited. Once identified, NYSDOT Motor Vehicle Inspectors will attempt to conduct repair verifications on the carriers. If additional intervention is warranted, NYSDOT may conduct a follow up state review on the carrier.

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 Measure: Number of repair verifications conducted on NYS domiciled carriers with out of service vehicle defect inspection reports. NYSDOT will maintain records documenting repair verifications and other applicable intervention methods and will report this information quarterly.

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	\$12,579,349.00	\$2,219,886.00	\$14,799,235.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$2,219,886.00
MOE Baseline:	\$272,429.65

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):	\$2,219,886.00
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Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Motor Carrier Investigator (MCI)	25	60.0000	\$55,181.00	\$827,715.00	\$703,557.75	\$124,157.25
Supervising Motor Carrier Investigators (SMCIs)	7	55.0000	\$68,136.00	\$262,323.60	\$222,975.06	\$39,348.54
Motor Vehicle Inspectors (MVIs)	32	100.0000	\$54,885.00	\$1,756,320.00	\$1,492,872.00	\$263,448.00
Supervising Motor Vehicle Inspectors (SMVIs)	4	100.0000	\$68,136.00	\$272,544.00	\$231,662.40	\$40,881.60
Secretary 1	1	13.0000	\$54,678.00	\$7,108.14	\$6,041.92	\$1,066.22
Intermodal Transportation Specialist 2	1	80.0000	\$77,000.00	\$61,600.00	\$52,360.00	\$9,240.00
Intermodal Transportation Specialist 3	1	50.0000	\$100,846.00	\$50,423.00	\$42,859.55	\$7,563.45
Intermodal Transportation Specialist 3	1	90.0000	\$100,846.00	\$90,761.40	\$77,147.19	\$13,614.21
Intermodal Transportation Specialist 2	1	100.0000	\$77,000.00	\$77,000.00	\$65,450.00	\$11,550.00
Intermodal Transportation Specialist 2	1	70.0000	\$77,000.00	\$53,900.00	\$45,815.00	\$8,085.00
Administrative Assistant	1	80.0000	\$68,136.00	\$54,508.80	\$46,332.48	\$8,176.32
Transportation Analyst	1	90.0000	\$64,782.00	\$58,303.80	\$49,558.23	\$8,745.57
Office Assistant 1	1	100.0000	\$35,704.00	\$35,704.00	\$30,348.40	\$5,355.60
Transportation Manager 2	1	50.0000	\$102,838.00	\$51,419.00	\$43,706.15	\$7,712.85
Transportation Manager 3	1	50.0000	\$114,961.00	\$57,480.50	\$48,858.43	\$8,622.07
Subtotal: Salary				\$3,717,111.24	\$3,159,544.56	\$557,566.68
Overtime Project Costs						
MCIs	25	3.0000	\$55,181.00	\$41,385.75	\$35,177.89	\$6,207.86
SMCIs	7	3.0000	\$68,136.00	\$14,308.56	\$12,162.28	\$2,146.28
MVIs	32	3.0000	\$54,885.00	\$52,689.60	\$44,786.16	\$7,903.44
SMVIs	4	3.0000	\$68,136.00	\$8,176.32	\$6,949.87	\$1,226.45
Subtotal: Overtime				\$116,560.23	\$99,076.20	\$17,484.03
TOTAL: Personnel				\$3,833,671.47	\$3,258,620.76	\$575,050.71
Accounting Method:	Cash					
Planned MOE: Personnel	\$152,550.50					

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

To develop an estimate for the personnel costs, we utilized the historical data of the average percent of time spent working on grant functions for the various positions and the associated salaries.

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
MCIs	81.6100	\$869,100.75	\$709,273.12	\$602,882.15	\$106,390.97
SMCIs	81.6100	\$276,632.16	\$225,759.50	\$191,895.57	\$33,863.93
MVIs	81.6100	\$1,809,009.60	\$1,476,332.73	\$1,254,882.82	\$221,449.91
SMVIs	81.6100	\$280,720.32	\$229,095.85	\$194,731.47	\$34,364.38
Secretary 1	81.6100	\$7,108.14	\$5,800.95	\$4,930.81	\$870.14
Intermodal Transportation Specialist 2	81.6100	\$61,600.00	\$50,271.76	\$42,731.00	\$7,540.76
Intermodal Transportation Specialist 2	81.6100	\$50,423.00	\$41,150.21	\$34,977.68	\$6,172.53
Intermodal Transportation Specialist 3	81.6100	\$90,761.40	\$74,070.37	\$62,959.81	\$11,110.56
Intermodal Transportation Specialist 2	81.6100	\$77,000.00	\$62,839.70	\$53,413.75	\$9,425.95
Intermodal Transportation Specialist 2	81.6100	\$53,900.00	\$43,987.79	\$37,389.62	\$6,598.17
Administrative Assistant	81.6100	\$54,508.80	\$44,484.63	\$37,811.94	\$6,672.69
Transportation Analyst	81.6100	\$58,303.80	\$47,581.73	\$40,444.47	\$7,137.26
Office Assistant 1	81.6100	\$35,704.00	\$29,138.03	\$24,767.33	\$4,370.70
Transportation Manager 2	81.6100	\$51,419.00	\$41,963.04	\$35,668.58	\$6,294.46
Transportation Manager 3	81.6100	\$57,480.50	\$46,909.83	\$39,873.36	\$7,036.47
TOTAL: Fringe Benefits			\$3,128,659.24	\$2,659,360.36	\$469,298.88
Planned MOE: Fringe Benefits	\$124,496.46				

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

The fringe rate is 81.61% and comes directly from the Indirect Cost Rate Agreement approved by NYSDOT's cognizant agency, FHWA. The rate is applied to all personnel costs, both regular and overtime.

This is how the fringe rate from the Indirect Cost Rate Agreement is calculated:

The NYS Comptroller fringe rate for federal funds is used with an adjustment factor for applying the rate to direct labor added in. The leave and fringe benefit payroll additive consists of two major components:

- 1.) Cost of employee leave - includes the cost to NYSDOT for providing annual leave, sick leave, personal leave, holidays, jury duty leave, military leave, and other leave provided by the State; costs of providing these leaves are accumulated in the Department's Integrated Accounting System.
- 2.) Cost of employee fringe benefits - includes the cost to NYSDOT for retirement, social security, health insurance, dental insurance, worker's compensation, unemployment insurance, and the survivors' benefits for its employees; costs are computed and applied annually by the NYS Comptroller as percentages of NYSDOT's gross payroll and are converted to a direct labor base during development of the payroll leave and fringe benefit additive.

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
MCSAP Program Travel (lodging, meals, mileage, etc.)	78	0	\$83,025.00	\$70,571.25	\$12,453.75
Commercial Vehicle Safety Alliance (CVSA) Conference	1	5	\$5,000.00	\$4,250.00	\$750.00
TOTAL: Travel			\$88,025.00	\$74,821.25	\$13,203.75
Planned MOE: Travel	\$0.00				

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

Historical costs were used to determine the anticipated travel costs associated with the MCSAP Program. Routine MCSAP related travel costs, covering lodging and meal allowance costs, are necessary to meet the program's safety objectives. In order to satisfy NYSDOT's goals, as well as requests from FMCSA throughout the time period of the grant, staff will accumulate travel costs. Travel costs are incurred in conjunction with traveling for roadside inspections, New Entrant Safety Audits, federal compliance reviews, outreach activities, etc.. The total number of travel days is dependent on various factors, including whether a New Entrant Safety Audit starts as an offsite audit and is converted to an onsite audit, educational outreach requests, and strikeforce activities implemented in response to specific safety initiatives that may arise, to name a few.

* Travel is not broken down to the detail, which would show if it was for a roadside inspection, an outreach activity, a federal compliance review, etc.. Therefore, in the budget, the travel category is not separated out into sub-categories. The expenditure summary documents from NYSDOT's accounting system that are used for grant reporting do not provide that kind of detail, nor are the types of additional character/object and function codes required for that kind of breakdown available for utilization within the current travel tracking system.

Funding has been budgeted for one person to attend the annual Commercial Vehicle Safety Alliance (CVSA) Conference. The amount is based on the most recent cost of attending the conference.

It is unknown if anyone from NYSDOT will attend other conferences or training that will require travel approval. There have been State restrictions on travel for many years, and without more information in regard to location and dates, it is difficult to estimate the costs and get travel approval, prior to submitting the grant application.

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
TOTAL: Equipment				\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

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

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
Uniforms and Related Job Function Expenses (Tools, Guideline Literature, etc.)	1	year	\$60,000.00	\$60,000.00	\$51,000.00	\$9,000.00
General Office Supplies	1	year	\$7,000.00	\$7,000.00	\$5,950.00	\$1,050.00
Printers	30	printer	\$285.00	\$8,550.00	\$7,267.50	\$1,282.50
TOTAL: Supplies				\$75,550.00	\$64,217.50	\$11,332.50
Planned MOE: Supplies	\$0.00					

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

Uniforms and other related supplies are imperative for staff (particularly field staff) performing MCSAP Grant functions. Uniforms, inspection tools, guideline literature, etc. assist staff in accomplishing the goals of the program and following safety practices. The amount budgeted is based on historical spending and the anticipated needs for new hires.

General office supplies (paperclips, paper, toner, etc.) provide staff working on MCSAP Grant functions with the tools needed to complete tasks. The amount of funding budgeted is determined by historical spending.

Printers are utilized by Motor Vehicle Inspectors (MVIs) and Motor Carrier Investigators (MCIs) performing roadside inspections, New Entrant Safety Audits, and investigations. The per unit estimate is based on the current pricing for the printer types used by MVIs and MCIs.

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
Institute for Traffic Safety Management and Research	DUNS	152652822	Contract	\$250,000.00	\$212,500.00	\$37,500.00
Description of Services: Data and analytical support						
New York Division of State Police	DUNS	42543269	Subrecipient	\$5,814,284.00	\$4,942,141.00	\$872,143.00
Description of Services: Inspections, traffic enforcement, educational outreach						
NYS Department of Motor Vehicles	DUNS	806780730	Subrecipient	\$40,000.00	\$34,000.00	\$6,000.00
Description of Services: Data collection and analysis						
Unknown	DUNS	0	Contract	\$235,300.00	\$200,005.00	\$35,295.00
Description of Services: Annual maintenance for six electronic screening sites						
TOTAL: Contractual and Subaward				\$6,339,584.00	\$5,388,646.00	\$950,938.00
Planned MOE: Contractual and Subaward	\$5,000,000.00					

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

The contract with the Institute of Traffic Safety Management and Research (ITSMR), associated with the contractual costs budgeted, is procured through established state procurement practices and adheres to Federal procurement standards. The time period covered under this grant for the 2017/2018 ITSMR Contract is from March 1, 2017 - February 28, 2018, and the portion of cost budgeted is \$250,000.00. Utilizing the contract, ITSMR is able to provide technical assistance and program evaluation support through data collection and analysis.

A total of \$5,814,284 has been budgeted for the New York Division of State Police to carry out safety initiatives that include: traffic enforcement, roadside inspections, and educational outreach throughout New York State and along the Canadian border. This funding will be used to support personnel and associated costs, along with travel and supplies.

A total of \$40,000 has been budgeted for the New York State Department of Motor Vehicles to conduct data collection and analysis on crash data. The funding will cover personnel and associated costs.

The ITD O&M funding budgeted is for the procurement of services for the annual maintenance of NY State's six commercial vehicle electronic screening sites (I-90 WB Schodack, I-95 NB on the approach to the Alexander Hamilton Bridge, I-87 NB Clifton Park, I-84 WB Wallkill, I-84 EB on the approach to the Newburgh Beacon Bridge, I-87 NB on the NYS Thruway / Exit 17 Newburgh) for FFY 2018. The scope of the maintenance contract will cover all equipment and systems associated with/incorporated at each site. As part of the terms and conditions, this maintenance contract will be carried out on an annual basis for a total of up to five (5) years. The estimated annual costs for these services was developed based on an Invitation For Bids (IFB) proposal for said services advertised by NYSDOT in May of 2016, the resultant bids and ensuing discussions/negotiations with the bidders/responders. It is critical for the purposes of assisting and enhancing commercial vehicle roadside enforcement activities and for the continued protection of the State's assets (highways and bridges) to maintain NY State's existing e-screening/VWS sites in proper operating order.

8 - Other Costs

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

If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Enter a description of each requested Other Cost.

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

Total Project Costs equal Number of Units x Cost per Item.

Indirect Costs

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	33.10	\$3,833,671.47	\$1,268,945.25	\$1,078,603.46	\$190,341.79
TOTAL: Indirect Costs			\$1,268,945.25	\$1,078,603.46	\$190,341.79

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Utilities/Repairs	1	year	\$4,000.00	\$4,000.00	\$3,400.00	\$600.00
CVSA Membership	1	year	\$16,600.00	\$16,600.00	\$14,110.00	\$2,490.00
Fuel Costs	1	year	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00
CVSA Decals	15000	decal	\$0.28	\$4,200.00	\$3,570.00	\$630.00
NYS Truck Safety and Education Symposium	1	year	\$15,000.00	\$15,000.00	\$12,750.00	\$2,250.00
North American Preclearance and Safety System (NORPASS) Membership	1	year	\$15,000.00	\$15,000.00	\$12,750.00	\$2,250.00
TOTAL: Other Costs				\$64,800.00	\$55,080.00	\$9,720.00
Planned MOE: Other Costs	\$50,494.22					

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

Utilities/Repairs are for fixed roadside inspection sites used to perform grant activities, and the estimated cost is based on historical spending.

The Commercial Vehicle Safety Alliance (CVSA) membership allows the opportunity to meet with members of the federal government, state agencies, and enforcement agencies across North America and with industry representatives, to ensure consistency of roadside inspection procedures. The cost is determined by the annual membership dues.

Fuel costs are imperative to staff by enabling them to travel using roadside vehicles in order to carry out the MCSAP Basic program goals. The amount budgeted is based on historical spending.

*Fuel costs are not broken down to the detail, which would show if it was for a roadside inspection, an outreach activity, a federal compliance review, etc. Therefore, in the budget, the fuel cost category is not separated out into sub-categories. The expenditure summary documents from NYSDOT's accounting system and used for grant reporting do not provide that kind of detail, nor are the types of additional character/object and function codes required for that kind of breakdown available for utilization within the current travel tracking system.

Funding to purchase CVSA decals is paramount to the inspection program, which receives support through the MCSAP Grant, and the amount needed is determined by the anticipated quantity needed and the decal price. The North American Standard Level I and/or Level V inspections may result in issuance of a CVSA decal. Inspections must be performed by and have CVSA decals affixed by North American Standard Level I and/or Level V certified inspectors. The CVSA decals are mandated.

The NYS Truck Safety and Education Symposium is planned and presented by the Trucking Association of New York in collaboration with the New York State Department of Transportation, the New York State Department of Motor Vehicles, and the New York Division of State Police. The amount budgeted is based on historical costs.

The North American Preclearance and Safety System (NORPASS) is a partnership of state and provincial agencies and trucking industry representatives, who are committed to promoting safe and efficient trucking throughout North America. The NORPASS partners work together to deploy mainline screening systems at weigh stations with bypassing capability, thus allowing safe and legal commercial vehicles to proceed unimpeded, while enforcement resources are focused on high-risk motor carriers.

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	\$12,579,349.00	\$2,219,886.00	\$14,799,235.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$2,219,886.00
MOE Baseline:	\$272,429.65

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Motor Carrier Investigator (MCI)	\$703,557.75	\$124,157.25	\$827,715.00
Supervising Motor Carrier Investigators (SMCIs)	\$222,975.06	\$39,348.54	\$262,323.60
Motor Vehicle Inspectors (MVIs)	\$1,492,872.00	\$263,448.00	\$1,756,320.00
Supervising Motor Vehicle Inspectors (SMVIs)	\$231,662.40	\$40,881.60	\$272,544.00
Secretary 1	\$6,041.92	\$1,066.22	\$7,108.14
Intermodal Transportation Specialist 2	\$52,360.00	\$9,240.00	\$61,600.00
Intermodal Transportation Specialist 3	\$42,859.55	\$7,563.45	\$50,423.00
Intermodal Transportation Specialist 3	\$77,147.19	\$13,614.21	\$90,761.40
Intermodal Transportation Specialist 2	\$65,450.00	\$11,550.00	\$77,000.00
Intermodal Transportation Specialist 2	\$45,815.00	\$8,085.00	\$53,900.00
Administrative Assistant	\$46,332.48	\$8,176.32	\$54,508.80
Transportation Analyst	\$49,558.23	\$8,745.57	\$58,303.80
Office Assistant 1	\$30,348.40	\$5,355.60	\$35,704.00
Transportation Manager 2	\$43,706.15	\$7,712.85	\$51,419.00
Transportation Manager 3	\$48,858.43	\$8,622.07	\$57,480.50
Salary Subtotal	\$3,159,544.56	\$557,566.68	\$3,717,111.24
MCIs	\$35,177.89	\$6,207.86	\$41,385.75
SMCIs	\$12,162.28	\$2,146.28	\$14,308.56
MVIs	\$44,786.16	\$7,903.44	\$52,689.60
SMVIs	\$6,949.87	\$1,226.45	\$8,176.32
Overtime subtotal	\$99,076.20	\$17,484.03	\$116,560.23
Personnel total	\$3,258,620.76	\$575,050.71	\$3,833,671.47
Planned MOE	\$152,550.50		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
MCIs	\$602,882.15	\$106,390.97	\$709,273.12
SMCIs	\$191,895.57	\$33,863.93	\$225,759.50
MVIs	\$1,254,882.82	\$221,449.91	\$1,476,332.73
SMVIs	\$194,731.47	\$34,364.38	\$229,095.85
Secretary 1	\$4,930.81	\$870.14	\$5,800.95
Intermodal Transportation Specialist 2	\$42,731.00	\$7,540.76	\$50,271.76
Intermodal Transportation Specialist 2	\$34,977.68	\$6,172.53	\$41,150.21
Intermodal Transportation Specialist 3	\$62,959.81	\$11,110.56	\$74,070.37
Intermodal Transportation Specialist 2	\$53,413.75	\$9,425.95	\$62,839.70
Intermodal Transportation Specialist 2	\$37,389.62	\$6,598.17	\$43,987.79
Administrative Assistant	\$37,811.94	\$6,672.69	\$44,484.63
Transportation Analyst	\$40,444.47	\$7,137.26	\$47,581.73
Office Assistant 1	\$24,767.33	\$4,370.70	\$29,138.03
Transportation Manager 2	\$35,668.58	\$6,294.46	\$41,963.04
Transportation Manager 3	\$39,873.36	\$7,036.47	\$46,909.83
Fringe Benefits total	\$2,659,360.36	\$469,298.88	\$3,128,659.24
Planned MOE	\$124,496.46		

Travel			
	Federal Share	State Share	Total Project Costs
MCSAP Program Travel (lodging, meals, mileage, etc.)	\$70,571.25	\$12,453.75	\$83,025.00
Commercial Vehicle Safety Alliance (CVSA) Conference	\$4,250.00	\$750.00	\$5,000.00
Travel total	\$74,821.25	\$13,203.75	\$88,025.00
Planned MOE	\$0.00		

Equipment			
	Federal Share	State Share	Total Project Costs
Equipment total	\$0.00	\$0.00	\$0.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
Uniforms and Related Job Function Expenses (Tools, Guideline Literature, etc.)	\$51,000.00	\$9,000.00	\$60,000.00
General Office Supplies	\$5,950.00	\$1,050.00	\$7,000.00
Printers	\$7,267.50	\$1,282.50	\$8,550.00
Supplies total	\$64,217.50	\$11,332.50	\$75,550.00
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Institute for Traffic Safety Management and Research	\$212,500.00	\$37,500.00	\$250,000.00
New York Division of State Police	\$4,942,141.00	\$872,143.00	\$5,814,284.00
NYS Department of Motor Vehicles	\$34,000.00	\$6,000.00	\$40,000.00
Unknown	\$200,005.00	\$35,295.00	\$235,300.00
Contractual and Subaward total	\$5,388,646.00	\$950,938.00	\$6,339,584.00
Planned MOE	\$5,000,000.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
Utilities/Repairs	\$3,400.00	\$600.00	\$4,000.00
CVSA Membership	\$14,110.00	\$2,490.00	\$16,600.00
Fuel Costs	\$8,500.00	\$1,500.00	\$10,000.00
CVSA Decals	\$3,570.00	\$630.00	\$4,200.00
NYS Truck Safety and Education Symposium	\$12,750.00	\$2,250.00	\$15,000.00
North American Preclearance and Safety System (NORPASS) Membership	\$12,750.00	\$2,250.00	\$15,000.00
Other Costs total	\$55,080.00	\$9,720.00	\$64,800.00
Planned MOE	\$50,494.22		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$11,500,745.87	\$2,029,543.84	\$13,530,289.71
Indirect Costs	\$1,078,603.46	\$190,341.79	\$1,268,945.25
Total Costs Budgeted	\$12,579,349.33	\$2,219,885.63	\$14,799,234.96
Total Planned MOE	\$5,327,541.18		

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	\$12,579,349.00	\$2,219,886.00	\$14,799,235.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$2,219,886.00
MOE Baseline:	\$272,429.65

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$3,159,544.56	\$557,566.68	\$3,717,111.24	NA
Overtime Subtotal	\$99,076.20	\$17,484.03	\$116,560.23	NA
Personnel Total	\$3,258,620.76	\$575,050.71	\$3,833,671.47	\$152,550.50
Fringe Benefits Total	\$2,659,360.36	\$469,298.88	\$3,128,659.24	\$124,496.46
Travel Total	\$74,821.25	\$13,203.75	\$88,025.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$64,217.50	\$11,332.50	\$75,550.00	\$0.00
Contractual and Subaward Total	\$5,388,646.00	\$950,938.00	\$6,339,584.00	\$5,000,000.00
Other Costs Total	\$55,080.00	\$9,720.00	\$64,800.00	\$50,494.22
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$11,500,745.87	\$2,029,543.84	\$13,530,289.71	\$5,327,541.18
Indirect Costs	\$1,078,603.46	\$190,341.79	\$1,268,945.25	NA
Total Costs Budgeted	\$12,579,349.33	\$2,219,885.63	\$14,799,234.96	\$5,327,541.18

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. If any of these items are not done, this part cannot be marked complete on the Dashboard. 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? Ron Epstein
2. What is this person's title? Chief Financial Officer
3. Who is your Governor's highway safety representative? Ron Epstein
4. What is this person's title? Chief Financial Officer

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

☒ Yes ☐ No

State Certification declaration:

I, Ron Epstein, Chief Financial Officer, on behalf of the State of NEW YORK, 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 in order to check this part complete on the Dashboard. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Ron Epstein
2. What is the title of your certifying State official? Chief Financial Officer
3. What are the phone # and email address of your State official? 518-457-2320 Ron.Epstein@dot.ny.gov

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

☒ Yes ☐ No

I, Ron Epstein, 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
A03008C	04/20/2017	Section 385	Amendments to the NYS Vehicle and Traffic Law, which adopt the Truck Size and Weight Provisions of the Fast Act: http://nyassembly.gov/leg/?default_fld=&leg_video=&bn=A03008&term=2017&Summary=Y&Actions=Y&Text=Y

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

☐ Yes ☒ No