

RHODE ISLAND

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

Date of Approval: Sep 17, 2018

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

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

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

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

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

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

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

2 - Mission/Goal Statement

Instructions:

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

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

The Rhode Island State Police is a full service, statewide law enforcement agency whose mission is to fulfill the law enforcement needs of the people with the highest degree of fairness, professionalism and integrity, and protect the inherent rights of the people to live their lives in freedom and safety. To this end, Division employees shall perform their respective patrol, investigative and support functions to the best of their ability and cooperate with other State Agencies, as well as with local and Federal authorities. The Rhode Island State Police Commercial Enforcement Unit (CEU) continues to serve as the lead agency of the MCSAP program in the state of Rhode Island. The CEU is comprised of full-time and auxiliary staff working with non-funded participating partners from local enforcement agencies. The CEU is committed to a commercial vehicle safety program that nests with the Federal Motor Carrier Safety Administration's goals to use innovative and traditional enforcement to address the causes for crashes; embrace the implementation of CSA; the continual improvement of data collection and quality; and passenger carrier enforcement. Our primary mission is to support national and state goals of reducing fatalities and injuries that are the result of crashes involving large trucks and buses. Rhode Island has held an average rate of truck related fatalities at .042 per one hundred million (VMT) for the past six year periods. Rhode Island's goal is to continuously work to improve this rate and hopes further reductions in the future.

Data Source: <http://ai.fmcsa.dot.gov/CrashStatistics/TruckBusFatalityRate.aspx>

3 - MCSAP Structure Explanation

Instructions:

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

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

The Rhode Island State Police Commercial Enforcement Unit (CEU) is the MCSAP lead agency for the State of Rhode Island. Performing in this role since its inception, for over 30 years, the CEU has adapted effectively to the many challenges associated ensuring that Rhode Island remains a major contributor in improving the safety of the Nation's transportation system. The Rhode Island State Police and the CEU enjoys this success as the result of a strong partnership with the Federal Motor Carrier Safety Administration and other state and local agencies that are stakeholders in highway safety. We remain firmly committed to our highway safety goals and continuing our very successful program that has been validated year after year in our ability to meet established goals in an ever-changing transportation environment. Our FY2018 Commercial Vehicle Safety Plan (CVSP) reflects a thorough effort that ensures the effective use of limited resources. We have leveraged the latest technologies in data collection to help focus our resources to yield the most effective and efficient impact on highway safety. Additionally, we are always seeking new and innovative ways to conduct operations to serve as a force multiplier in our continued progress in reducing the truck related crash and fatality rates.

The CEU consists of one (1) Sergeant and one Corporal (1) serving as the MCSAP Coordinator and administrators, (1) one member dedicated to conducting Compliance Reviews, one (1) member dedicated to New Entrant Reviews, and five (5) full-time roadside inspectors. All nine (9) members have been fully certified as a NASTI Level I inspector. Most members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. In addition, the CEU has six (6) part-time members, who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also two (2) of the part time members have been trained to conduct New Entrant Audits and assist when needed. There are currently fifteen (15) certified inspectors from local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

Although the primary focus of the CEU is the improvement of Commercial Motor Vehicle Safety, other duties are required of its members. Four (4) troopers currently hold positions with other, part-time units: Marine Unit, Dive Team, and K-9 Unit. Several unit members are also called upon to instruct during in-service and academy training throughout the year. In addition to these part-time units, Troopers are routinely required to fill barracks vacancies due to department-wide shortages (these duties are not funded through the MCSAP program).

Due to manpower shortages both NCOs have been required to accept additional administrative office duties, thus reducing their contributions to inspection activities. Additionally, the CEU is responsible for managing the Division's Tow Policy, this includes: oversight of tow vendors, review of companies and drivers, disciplinary actions and facility inspections (these duties are not funded through the MCSAP program).

Activities of the Commercial Enforcement Unit are focused on the reduction of Commercial Motor Vehicle Crashes throughout the State. The State of Rhode Island is committed in its partnership with the FMCSA to continuously reduce commercial motor vehicle crashes.

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: | RHODE ISLAND STATE POLICE |
| Enter total number of personnel participating in MCSAP activities | 18 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 15 |
| Traffic Enforcement Activities | 15 |
| Investigations* | 4 |
| Public Education and Awareness | 5 |
| Data Collection and Reporting | 1 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Non-funded Agency Information | |
|---|----|
| Total number of agencies: | 8 |
| Total # of MCSAP Participating Personnel: | 15 |

Part 2 - Crash Reduction and National Program Elements

1 - Overview

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

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

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

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

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

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|--|------------|------------|------|---------|
| Begin Date | End Date | | | |
| 01/01/2016 | 12/31/2016 | 2 | 2 | 2 |
| 01/01/2015 | 12/31/2015 | 3 | 3 | 3 |
| 01/01/2014 | 12/31/2014 | 4 | 4 | 4 |
| 01/01/2013 | 12/31/2013 | 6 | 2 | 6 |
| 01/01/2012 | 12/31/2012 | 4 | 2 | 4 |

MOTORCOACH/PASSENGER CARRIER CRASHES

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

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

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

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

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

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

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

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/26/2017, including crash records through 01/31/2017.

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

The State of Rhode Island will continue its efforts to reduce commercial motor vehicle related crashes in FFY 2018. Rhode Island will make every effort to adhere to this plan in an attempt to continue to improve the state's crash rate. While in pursuit of a total crash rate reduction, our concurrent, and more important goal, will be to further reduce CMV related fatalities to two (2) for the next year.

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.

A comparison of calendar years 2015 and 2016 reveals a decrease in the total number of commercial motor vehicle crashes 253/199 respectively. The number of fatal crashes decreased from three (3) to two (2) for a decrease of 33%.

Analysis of data collected indicates that the State of Rhode Island possesses a crash corridor located on a portion of Interstate routes 95 and 195. As with previous years, Rhode Island's crash corridor is the one identifiable location within the State that can be addressed as a specific problem area. In 2016, the crash corridor accounted for approximately 31% of all CMV crashes, statewide.

As with any study, a relatively small sample size hampers the ability of examiners to identify causal trends that would assist in the development of specific enforcement strategies to reduce fatal CMV crashes. Analysis of the two (2) fatal crashes in CY2016 has revealed the following: One (1) crash involved tractor/semitrailer (over 26,000 lbs.), and one (1) crash involved a truck/trailer. Both collisions occurred during daylight hours on dry road surfaces.

Crash reduction and the resulting reduction of fatalities is the primary goal of the FMCSA and its participating partners. In an effort to reduce CMV related crashes, a variety of strategies will be employed throughout the year. Although there are different sections of this plan, the approach to crash reduction will include roadside inspections with a greater concentration on traffic enforcement activities, compliance reviews, and education and awareness. This will include a strategy to address a specific, identifiable area along the interstate highway system. The reviewers of this plan will note similarities between this and other sections that will attempt to make the most efficient use of the limited resources available.

Enter the data source and capture date:

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/26/2017, including crash records through 01/31/2017.

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

Crash reduction will continue to be one of the primary components of Rhode Island's safety plan each year. For CY2016 Rhode Island experienced a decrease in the number of CMV crashes from 253 to 199 and a decrease in fatalities involving CMV's by 33% (3/2) when comparing CY2015 to CY2016. The crash reduction goal for FFY 2018 is a 2% reduction in total CMV crashes statewide, using FFY 2017 as a baseline.

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.

Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has five (5) full-time roadside inspectors. 2 full-time inspectors are on a rotating schedule to conduct daily size and weight activities. These size and weight activities are not billed to the MCSAP Grant. The remainder of the unit is dedicated to either administrative or investigative work. Additional part-time inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed.

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.***

Measurement will be achieved by a comparison of total crashes at the end of each measurement period. Quarterly reports will reflect a measurement of crashes and inspections produced to track program effectiveness.

Traffic activity levels will be monitored on a monthly basis. Hourly commitments will be reported to the MCSAP Coordinator on a quarterly basis. Measurement will also include number of inspections produced, number and type of violations discovered as well as Out of Service totals. The program activity measure will be the attainment of the goal reduction of 2% fewer crashes statewide.

To evaluate the effectiveness of activity as it relates to the total number of crashes within the corridor will require monitoring on a regular basis. Activities will be reported and assessed on a quarterly and annual schedule. Information collected will be compared to the same time period from the previous year. Effectiveness will be measured through the attainment of the goal set within the performance objective. statewide reduction goals of crashes.

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 | 1179 | 1486 | 1405 | 1562 | 1522 |
| Level 2: Walk-Around | 731 | 858 | 1088 | 594 | 656 |
| Level 3: Driver-Only | 702 | 661 | 1047 | 1274 | 1625 |
| Level 4: Special Inspections | 4 | 0 | 8 | 4 | 0 |
| Level 5: Vehicle-Only | 80 | 121 | 157 | 147 | 200 |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0 |
| Total | 2696 | 3126 | 3705 | 3581 | 4003 |

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.

The CEU consists of one (1) Sergeant and one (1) Corporal serving as the MCSAP Coordinator and administrators, (1) one member dedicated to conducting Compliance Reviews, one (1) member dedicated to New Entrant Reviews and five (5) full-time roadside inspectors. 2 full-time inspectors are on a rotating schedule to conduct daily size and weight enforcement activities. These size and weight enforcement activities are not billed to the MCSAP Grant. All nine (9) members have been fully certified as a NASTI Level I inspector. Most members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. In addition, the CEU has six (6) part-time members who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also two (2) part time members are trained to conduct New Entrant Audits and assist when needed. There are currently fifteen (15) certified inspectors from local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding to assist with their programs and therefore are not included in any MOE calculations. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

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: RHODE ISLAND STATE POLICE

Enter the total number of certified personnel in the Lead agency: 15

| Projected Goals for FY 2018 - Roadside Inspections | | | | | |
|---|-------------------|---------------|------------------|--------------|----------------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 1100 | 95 | 0 | 1195 | 41.54% |
| Level 2: Walk-Around | 600 | 60 | 4 | 664 | 23.08% |
| Level 3: Driver-Only | 920 | 25 | 6 | 951 | 33.06% |
| Level 4: Special Inspections | | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 25 | 2 | 40 | 67 | 2.33% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| Sub-Total Lead Agency | 2645 | 182 | 50 | 2877 | |

MCSAP subrecipient agency

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

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

Non-Funded Agencies

| | |
|--|-----|
| Total number of agencies: | 8 |
| Enter the total number of non-funded certified officers: | 15 |
| Enter the total number of inspections projected for FY 2018: | 490 |

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

| Projected Goals for FY 2018 Summary for All Agencies | | | | | |
|---|-------------|------------|-----------|-------------|---------------------|
| MCSAP Lead Agency: RHODE ISLAND STATE POLICE | | | | | |
| # certified personnel: 15 | | | | | |
| Subrecipient Agencies: | | | | | |
| # certified personnel: 0 | | | | | |
| Number of Non-Funded Agencies: 8 | | | | | |
| # certified personnel: 15 | | | | | |
| # projected inspections: 490 | | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 1100 | 95 | 0 | 1195 | 41.54% |
| Level 2: Walk-Around | 600 | 60 | 4 | 664 | 23.08% |
| Level 3: Driver-Only | 920 | 25 | 6 | 951 | 33.06% |
| Level 4: Special Inspections | | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 25 | 2 | 40 | 67 | 2.33% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| Total ALL Agencies | 2645 | 182 | 50 | 2877 | |

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

4 - Investigations

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



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

Trend Analysis for 2012 - 2016

| Investigative Types - Interstate | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|-------------|-------------|-------------|-------------|-------------|
| Compliance Investigations | | | | | |
| Cargo Tank Facility Reviews | | | | | |
| Non-Rated Reviews (Excludes CSA & SCR) | | | | | |
| CSA Off-Site | | | | | |
| CSA On-Site Focused/Focused CR | 4 | 5 | 3 | 6 | 3 |
| CSA On-Site Comprehensive | 2 | 2 | 2 | 2 | 3 |
| Total Investigations | 6 | 7 | 5 | 8 | 6 |
| Total Security Contact Reviews | | | | | |
| Total Terminal Investigations | | 2 | | | |

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

Narrative Overview for FY 2018**Instructions:**

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

Projected Goals for FY 2018

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

| Projected Goals for FY 2018 - Investigations | | |
|--|------------------|------------------|
| Investigative Type | Interstate Goals | Intrastate Goals |
| Compliance Investigations | 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 | 3 | 0 |
| CSA On-Site Comprehensive | 3 | 0 |
| Total Investigations | 6 | 0 |
| Total Security Contact Reviews | 0 | 0 |
| Total Terminal Investigations | 0 | 0 |

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

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

The State of Rhode Island dedicates one (1) CEU Trooper/Safety Investigator for Compliance Reviews. The Safety Investigator will complete at least six (6) Compliance Reviews throughout the year and assist the local FMCSA Division Office as needed. When the Trooper assigned to this assists our local FMCSA Office with C/R's and other carrier related investigations, totals can not be shown as the C/R's are conducted by the lead FMCSA SI.

This Trooper is also a canine handler and is also responsible for State Police assigned duties (not billed to the MCSAP Grant). The annual objective of the Commercial Enforcement Unit's Compliance Review program is to complete six (6) compliance reviews on high-risk carriers as assigned by the Division Office and the State. As with many portions of this plan, the small number of carriers reviewed by State personnel makes it difficult to quantify a crash reduction rate. As mentioned in the FMCSA's Program Effectiveness Study, the average crash rate reduction of a company subjected to a CR will decrease by approximately 18.6%. Analysis of Rhode Island's CR effectiveness by the FMCSA, based on 2009 data, approximates a 44.6% reduction in crash rates among companies that have been the subject of a review. This translates into 19 fewer crashes within the state. Rhode Island will use the results of this study to support its participation in the CR/Intervention program. Rhode Island will continue to work with our Federal partners using the current CSA Carrier Intervention Program. The activity performed will be the completion of Compliance Reviews and/or Carrier Interventions. Enforcement action will take place as needed. This performance-based approach will measure the number of CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

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.

For FY 2018, the measurement for this section will be the completion and upload of six (6) Compliance Reviews throughout the year and assist the Division Office as needed. This performance-based approach will measure the number of CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

As stated above, the Trooper assigned to this also assists our local FMCSA Office with C/R's and other carrier related investigations. These totals can not be shown as the C/R's are conducted by the lead FMCSA SI. This Trooper is also

a canine handler and is also responsible for State Police assigned duties (not billed to the MCSAP Grant).

5 - Traffic Enforcement

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

Trend Analysis for 2012 - 2016**Instructions:**

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

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

| State/Territory Defined Measurement Period (Include 5 Periods) | | Number of Documented CMV Traffic Enforcement Stops with an Inspection | Number of Citations and Warnings Issued |
|--|------------|---|---|
| Begin Date | End Date | | |
| 01/01/2016 | 12/31/2016 | 1235 | 1235 |
| 01/01/2015 | 12/31/2015 | 1254 | 1254 |
| 01/01/2014 | 12/31/2014 | 1070 | 1070 |
| 01/01/2013 | 12/31/2013 | 868 | 868 |
| 01/01/2012 | 12/31/2012 | 854 | 854 |

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

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

| State/Territory Defined Measurement Period (Include 5 Periods) | | Number of Documented Non-CMV Traffic Enforcement Stops | Number of Citations and Warnings Issued |
|--|------------|--|---|
| Begin Date | End Date | | |
| 01/01/2016 | 12/31/2016 | 133 | 133 |
| 01/01/2015 | 12/31/2015 | 149 | 149 |
| 01/01/2014 | 12/31/2014 | 156 | 156 |
| 01/01/2013 | 12/31/2013 | 150 | 150 |
| 01/01/2012 | 12/31/2012 | 133 | 133 |

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

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/26/2017, including current year-to-date information for CY 2017. RISP CEU Activity Database

Narrative Overview for FY 2018**Instructions:**

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

In order to meet the stated objective, the State of Rhode Island will have each inspector allocate a number of duty hours each week towards Traffic Enforcement Activities. Inspection activity is likely to coincide with hours dedicated to this effort, but setting a quota for the number of Traffic Enforcement inspections produced can become problematic during traffic tribunal hearings. Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has five (5) full-time roadside inspectors. 2 full-time inspectors are on a rotating schedule to conduct daily size and weight activities. These size and weight activities are not billed to the MCSAP Grant. The remainder of the unit is dedicated to either administrative or investigative work. Only the activities of the full-time inspectors can be scheduled for the purposes of this plan. Additional inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. Measurement will be achieved through the completion of 8 hrs of traffic enforcement each week for a total of 300 hours each quarter. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed.

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 | 1150 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV without Inspection | 0 |
| <input checked="" type="radio"/> | <input type="radio"/> | Non-CMV | 125 |
| <input checked="" type="radio"/> | <input type="radio"/> | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 100 |

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 |
| 3367 | 6 | 167 | 3540 | 3229 |

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

Measurement will be achieved through the completion of 8 hrs of traffic enforcement each week for each full-time inspector. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles operating in the vicinity of commercial vehicles and conduct traffic enforcement when violations are observed. Traffic activity levels will be monitored on a monthly basis. Hourly commitments will be reported to the MCSAP Coordinator on a quarterly basis (approx. 300 hrs. per qtr.). Measurement will also include number of inspections produced, number and type of violations discovered as well as Out of Service totals.

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 | Deploying Core CVISN | Yes |
| PRISM | Step 8 | Yes |

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: Rhode Island Division of Motor Vehicles

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

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

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

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

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

7 - Public Education and Outreach

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

Trend Analysis for 2012 - 2016

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

| Public Education and Outreach Activities | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|------|------|------|------|------|
| Carrier Safety Talks | 11 | 13 | 12 | 11 | 10 |
| CMV Safety Belt Education and Outreach | | | | | |
| State Trucking Association Meetings | 2 | 3 | 2 | 3 | 3 |
| State-Sponsored Outreach Events | | | | | |
| Local Educational Safety Events | | | | | |
| Teen Safety Events | | | | | |

Narrative Overview for FY 2018

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

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

The Commercial Enforcement Unit will conduct public speaking engagements throughout the commercial motor vehicle and non-commercial motor vehicle community. Although twelve (12) are planned, many more may be requested. Our goal will be to conduct twelve (12) public speaking engagements at various carriers, trucking agencies and commercial driving schools. These educational contacts will include information on safe vehicle operation as well as compliance with the FMCSR's and seatbelt use as well as the implementation of CSA. Depending upon the venue, one to two inspectors will be provided. In addition to direct speaking engagements, personnel (inspector/office personnel) will remain available for informational requests from the industry on an as needed basis.

Projected Goals for FY 2018

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

| | | | Performance Goals |
|----------------------------------|----------------------------------|--|-------------------|
| Yes | No | Activity Type | FY 2018 |
| <input checked="" type="radio"/> | <input type="radio"/> | Carrier Safety Talks | 10 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV Safety Belt Education and Outreach | |
| <input checked="" type="radio"/> | <input type="radio"/> | State Trucking Association Meetings | 2 |
| <input type="radio"/> | <input checked="" type="radio"/> | State-Sponsored Outreach Events | |
| <input type="radio"/> | <input checked="" type="radio"/> | Local Educational Safety Events | |
| <input type="radio"/> | <input checked="" type="radio"/> | Teen Safety Events | |

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

quarterly SF-PPR reports.

A measure of performance for this section would be the number of engagements successfully completed. The completion of twelve (12) public speaking engagements will fulfill this objective. Totals for the above activity will be monitored on a quarterly basis. Personnel assignments will be adjusted accordingly in order to attain target numbers. Follow-up contact will be made after each assignment is completed in order to solicit feedback for quality assurance.

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 | Yes |

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.

Data Source: FARS records and MCMIS crash and inspection records. Note: Since FMCSA's transition to the cloud in November 2016 resulted in a delay for State submissions, FMCSA is not including impacted late records in Crash or Inspection Timeliness measures. Crashes and inspections reported on-time will count toward State timeliness measures.

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 |
|---------------------------|------------|------------|------------|------------|------------|
| Intrastate | | | | | |
| Interstate | 149 | 158 | 134 | 189 | 141 |
| Total Audits | 149 | 158 | 134 | 189 | 141 |

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) | 35 | 0 |
| # of Safety Audits (Offsite) | 132 | 0 |
| # Group Audits | 0 | 0 |
| TOTAL Safety Audits | 167 | 0 |
| # of Non-Audit Resolutions | 80 | 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.

Maintain one full-time (FTE) CEU member that devotes 100% of his total activities to New Entrant Onsite and Offsite Safety Audits. Additionally, utilize two (2) part-time auditors to assist in the support of this program. In addition, all auditors will be required to provide educational assistance which includes presenting corrective action procedures for those who fail their Safety Audits. Finally, ensure that all auditors can maintain the necessary certifications required to conduct Safety Audits and Commercial Motor Vehicle Inspections. All auditors are primarily responsible for locating and scheduling each carrier involved in the program. Auditors will complete each review and deliver completed packages to the local FMCSA office.

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.

The current New Entrant Program in RI provides for one (1) full-time Trooper to act as the program's primary contact. This Trooper is responsible for maintaining and distributing the list of carriers subject to a New Entrant Safety Audit. The Trooper in charge (TIC) will forecast the total number of audits due, and allocate the workload among part-time certified auditors accordingly. By completing these audits in a timely and efficient manner, Rhode Island fulfills its agreement to further the goals and objectives of this plan. While the workload assignments are disseminated at the state level, quality control is maintained by our Federal partners at the Division office.

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.

The New Entrant Program is unique in that an approximate workload is supplied at the time of grant application. In addition to finance and productivity, quality is controlled as each Safety Audit is submitted. Each audit is reviewed by the State Program Manager. Periodic on-site reviews are also conducted as the State Manager accompanies the Auditor during a New Entrant audit. Monthly monitoring will take place through the utilization of the MCMIS Database. Quarterly reports will be forwarded to the Division Administrator for review within 30 days of the end of each quarter. Periodic meetings with the FMCSA Division Administrator will be scheduled in order to discuss the status of the program. Evaluating the effectiveness of this program will be determined by the total number of New Entrants removed from the list and Safety Audits completed as compared to the carriers that will become due within the next twelve months of FFY 2018.

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.

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.

According to Safety Data provided by the FMCSA Motor Carrier Management Information System (MCMIS) for CY 2015, one vehicle configuration type and one cargo body type were consistently involved in a higher percentage of crashes as compared to the national average. The following numbers demonstrate the status of the same categories from CY 20145 data: 1. Single Unit Truck, 2 axle, 6 tires (66 crashes) (6 % higher than the national average), 2. Cargo Body Type: Dump (29 crashes) (3 % higher than the national average).

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

To lower the total number of crashes involving CMV's with the vehicle configurations and cargo body types listed above. The total reduction will be an effort to bring the State of Rhode Island's totals in these categories in line with the national average. The target reduction for each of the problems listed above is approximately 4% over the next two years. All four of the categories have had a substantial decrease already in CY2016: 1. Single Unit Truck, 2 axle, 6 tires (2 crashes) 2. Cargo Body Type: Dump (3 crashes).

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

The plan to reduce crashes in the above mentioned categories was to increase the number of inspections for each group. This increase would be accomplished by having roadside inspectors concentrate a portion of their effort on each of the categories. The categories described were defined by data fields collected from A&I online. The latest A&I data shows that Rhode Island saw a 6% reduction in the number of crashes, and is in line with the national average for the Configuration - Single Unit Truck, 2 axle, 6 tires category and a 3% reduction in the number of crashes, and is in line with the national average for the Cargo Body Type - Dump

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

There was an overall decrease in crashes of 6% and 3 % in the two categories. RI will continue efforts to reduce crashes in all categories. Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 08/25/2017, including crash records through 04/30/2017. Using calendar year calculations.

4 - State Specific Objectives – Future**Instructions:**

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

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

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - Example: A Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions:

The spending plan data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

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

New for FY 2018

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

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

- **Calculation of Federal and State Shares**

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

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

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

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

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

- **Expansion of On Screen Messages**

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

The system will confirm that:

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

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

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$1,297,431.00 | \$228,959.00 | \$1,526,390.00 |

| Summary of MCSAP Funding Limitations | |
|---|--------------|
| Allowable amount for Overtime without written justification (15% of MCSAP award amount): | \$228,959.00 |
| MOE Baseline: | \$54,253.92 |

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): | \$228,959.00 |

| Personnel: Salary and Overtime Project Costs | | | | | | |
|--|---------------|-----------|---------------|-----------------------|---------------------|---------------------|
| Salary Project Costs | | | | | | |
| Position(s) | # of Staff | % of Time | Annual Salary | Total Project Costs | Federal Share | State Share |
| Trooper (full time) (sworn) | 7 | 100.0000 | \$111,788.00 | \$782,516.00 | \$665,138.60 | \$117,377.40 |
| Civilian | 1 | 100.0000 | \$46,719.40 | \$46,719.40 | \$39,711.49 | \$7,007.91 |
| Subtotal: Salary | | | | \$829,235.40 | \$704,850.09 | \$124,385.31 |
| Overtime Project Costs | | | | | | |
| Total Overtime | 1 | 100.0000 | \$180,601.10 | \$180,601.10 | \$153,510.93 | \$27,090.17 |
| Subtotal: Overtime | | | | \$180,601.10 | \$153,510.93 | \$27,090.17 |
| TOTAL: Personnel | | | | \$1,009,836.50 | \$858,361.02 | \$151,475.48 |
| Accounting Method: | Cash | | | | | |
| Planned MOE: Personnel | \$0.00 | | | | | |

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

The RI State Police CEU consists of 17 full and part-time employees (MCSAP eligible). The full-time members consist of 1 Sergeant, 1 Corporal, 7 Troopers (FTE's), and 1 Civilian (9 sworn personnel and 1 civilian). The part-time employees consist of 3 Sergeants, 1 Corporal, 2 Troopers and 1 Civilian (6 sworn personnel and 1 civilian).

The 9 sworn full-time members work approximately 2,574 hrs per year and the 1 full-time civilian employee works approximately 1,820 hours, which is applied to the grant.

Full-time, part-time and civilian employees work a total of approximately 2150 hours per year on a overtime basis, which is applied to the grant. The approximate budget amount for employees is \$1,009,836.50

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 |
| Trooper (full time) (sworn) | 43.5000 | \$782,516.00 | \$340,394.46 | \$289,335.29 | \$51,059.17 |
| Civilian | 43.5000 | \$46,719.40 | \$20,322.93 | \$17,274.49 | \$3,048.44 |
| TOTAL: Fringe Benefits | | | \$360,717.39 | \$306,609.78 | \$54,107.61 |
| Planned MOE: Fringe Benefits | \$0.00 | | | | |

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

Fringe benefits are a summation of the actual fringe benefits per employee at a rate of 43.5% of the average full time Trooper's salaries and 43.5% of the Civilian's annual salary which includes: FICA, Holiday, Retirement, Retirement Health, Assets Fringe Benefit, Health Insurance, Dental, and Vision.

Full Time Trooper: 43.5% of the Average annual salaries total - (\$782,516) = \$340,394.46

Civilian: 43.5% of annual salary total - (\$46,719.40) = \$20,322.93

The budgeted amount for fringe benefit in this proposal is for \$360,717.39. This rate is a percentage used for budgeting purposes and actual will be included with requests for reimbursement.

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 |
| General Hazardous Materials Course | 2 | 5 | \$2,000.00 | \$1,700.00 | \$300.00 |
| Other Bulk Packaging Course | 3 | 5 | \$3,000.00 | \$2,550.00 | \$450.00 |
| Cargo Tank Course | 3 | 5 | \$3,000.00 | \$2,550.00 | \$450.00 |
| Passenger Vehicle Inspection Course | 3 | 5 | \$3,000.00 | \$2,550.00 | \$450.00 |
| North American Standard Part A and Part B courses | 1 | 10 | \$2,000.00 | \$1,700.00 | \$300.00 |
| Annau MCSAP Workshop | 2 | 5 | \$3,600.00 | \$3,060.00 | \$540.00 |
| FMCSA Annual In-Service Training | 1 | 5 | \$1,800.00 | \$1,530.00 | \$270.00 |
| CVSA NAIC Conference | 1 | 5 | \$1,800.00 | \$1,530.00 | \$270.00 |
| CVSA Spring Conference | 2 | 5 | \$3,600.00 | \$3,060.00 | \$540.00 |
| CVSA Fall Conference | 2 | 5 | \$3,600.00 | \$3,060.00 | \$540.00 |
| CVSA COHMED Conference | 2 | 5 | \$3,600.00 | \$3,060.00 | \$540.00 |
| CVSA Data Management Workshop | 1 | 5 | \$1,800.00 | \$1,530.00 | \$270.00 |
| TOTAL: Travel | | | \$32,800.00 | \$27,880.00 | \$4,920.00 |
| Planned MOE: Travel | \$0.00 | | | | |

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

Conference Travel:

One (1) member to attend NAIC (estimate) @ \$1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

Two (2) members to attend the CVSA Spring Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Two (2) members to attend the CVSA Fall Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Two (2) members to attend the CVSA COHMED Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

The proposed cost for conference travel is \$12,600.

Training Travel (Transportation, Per Diem, Accommodations:

Two (2) members to attend General Hazardous Materials Inspection School (one week course) (location to be determined) (estimate) @ \$1000 per person for a total of \$2000 (Per Diem & Accommodations).

Three (3) members to attend Other Bulk Packaging Course (one week course) (location to be determined) (estimate) @ \$1000 per person for a total of \$3,000 (Per Diem & Accommodations).

Three (3) members to attend Cargo Tank Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$3,000 (Per Diem & Accommodations).

Three (3) members to attend Passenger Vehicle Inspection Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$3,000 (Per Diem & Accommodations).

One (1) member to attend North American Standard Part A and Part B (two week course) (location to be determined) (estimate) @ \$2,000 per person for a total of \$2,000 (Per Diem & Accommodations).

One (1) member to attend FMCSA In-service Training (location to be determined) (estimate) @ \$1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

Two (2) members to attend 2016 MCSAP Workshop (location to be determined) (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

One (1) civilian to attend the CVSA Data Management Workshop. (estimate) @ \$ 1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

The proposed cost for training travel is \$20,200.

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 |
| Patrol Vehicle | 1 | \$42,094.20 | 100 | \$42,094.20 | \$35,780.07 | \$6,314.13 |
| TOTAL: Equipment | | | | \$42,094.20 | \$35,780.07 | \$6,314.13 |
| Equipment threshold is greater than \$5,000. | | | | | | |
| Planned MOE: Equipment | \$0.00 | | | | | |

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

The CEU needs to replace a vehicle that has reached it's life usefulness. The cost of a new fully equipped, division approved patrol vehicle is approximately \$42,094.20.

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 |
| Roadside Inspector Equipment | 1 | Year | \$2,500.00 | \$2,500.00 | \$2,125.00 | \$375.00 |
| Uniforms | 1 | Year | \$3,500.00 | \$3,500.00 | \$2,975.00 | \$525.00 |
| Office Supplies | 1 | Year | \$2,500.00 | \$2,500.00 | \$2,125.00 | \$375.00 |
| ELD Inspection Equipment | 1 | Year | \$2,000.00 | \$2,000.00 | \$1,700.00 | \$300.00 |
| TOTAL: Supplies | | | | \$10,500.00 | \$8,925.00 | \$1,575.00 |
| Planned MOE: Supplies | \$0.00 | | | | | |

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

The CEU will need non-vehicle equipment to conduct motor carrier safety inspections. Below is a list of equipment that will be needed (estimate):

Brake chambermates, regulations/OOS Books (MCSR, HM Regs, OOS Books), wheel safety chocks, creepers, rulers, batteries (flash lights), OOS & CVSA decals, ect. This equipment is needed to replace older equipment that has reached its useful life. The budget amount for this equipment in this proposal is for \$2,500.

The proposed cost for uniforms and related items is \$3,500. This is needed to replace worn uniforms, web gear, and boots for 15 Troopers. The uniform is division approved and required wear. The unit researches the cost of the required items to get the best price available.

The CEU needs general office supplies for the year in order to support the MCSAP program. Supplies consist of: paper (to include thermal paper), pens, computer ink, staples, copier toner, and fax toner, etc. The proposed cost of the needed supplies is \$2,500.

The CEU needs ELD inspection equipment to comply with the new ELD regulations. The estimated cost of this equipment is \$2,000.

7 - Contractual and Subaward

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

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

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

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

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

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

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

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

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

If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be used to support (i.e. ITD, PRISM, SSDQ or other services).

| Contractual and Subaward Project Costs | | | | | | |
|--|---------------|--------|-----------------|---------------------|---------------|---------------|
| Legal Name | DUNS/EIN | Number | Instrument Type | Total Project Costs | Federal Share | State Share |
| TOTAL: Contractual and Subaward | | | | \$0.00 | \$0.00 | \$0.00 |
| Planned MOE: Contractual and Subaward | \$0.00 | | | | | |

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

RI has no contractual and/or subaward costs.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative.

Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

| Other Costs Project Costs | | | | | | |
|--|--------------------|---------------------|---------------|---------------------|--------------------|--------------------|
| Item Name | # of Units/Items | Unit of Measurement | Cost per Unit | Total Project Costs | Federal Share | State Share |
| Copy Machine Lease | 12 | Month | \$332.53 | \$3,990.36 | \$3,391.81 | \$598.55 |
| Conference Fees | 6 | year | \$550.00 | \$3,300.00 | \$2,805.00 | \$495.00 |
| O&M Costs For ITD/PRISM | 1 | Year | \$60,000.00 | \$60,000.00 | \$51,000.00 | \$9,000.00 |
| Portable Toilets For Roadcheck Event | 4 | 1 | \$37.90 | \$151.60 | \$128.86 | \$22.74 |
| Copy Machine Maintenance & Supplies Contract | 1 | Year | \$3,000.00 | \$3,000.00 | \$2,550.00 | \$450.00 |
| TOTAL: Other Costs | | | | \$70,441.96 | \$59,875.67 | \$10,566.29 |
| Planned MOE: Other Costs | \$59,073.07 | | | | | |

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

Conference Fees to attend CVSA Fall & Spring Conference and the COHMED Conference is \$3,300 (6 @ \$550 per conference for a total of \$3,300). The CEU leases a copy machine at the price of \$3,990.36 per year. The maintenance contract including supplies for the copy machine is approximately \$3,000 per year. This copy machine is used 100% for MCSAP related activities. O&M costs for deployed ITD/PRISM projects include \$22,500.00 for support and maintenance services for our Smart Roadside Automated Electronic Screening System. Due to the fact that our State's ITD/PRISM project is brand new, other O&M costs are unknown at this time. For planning purposes, as a "place holder", we are allocating a total of \$60,000 for O&M costs for deployed ITD/PRISM projects.

The following costs are planned MOE expenditures:

CVSA Annual Membership Fees: \$7,800

Vehicle Fuel Costs: \$23,923.85

Repair & Maintenance of Vehicles: \$22,794.95

Air Card & Mobile Telephone Costs: \$3,847.16

Audit Fees: \$707.11

Total Planned MOE Expenditures: \$59,073.07

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 | \$1,297,431.00 | \$228,959.00 | \$1,526,390.00 |

| Summary of MCSAP Funding Limitations | |
|--|--------------|
| Allowable amount for Overtime without written justification (15% of Basic award amount): | \$228,959.00 |
| MOE Baseline: | \$54,253.92 |

| Estimated Expenditures | | | |
|-----------------------------|---------------------|---------------------|-----------------------|
| Personnel | | | |
| | Federal Share | State Share | Total Project Costs |
| Trooper (full time) (sworn) | \$665,138.60 | \$117,377.40 | \$782,516.00 |
| Civilian | \$39,711.49 | \$7,007.91 | \$46,719.40 |
| Salary Subtotal | \$704,850.09 | \$124,385.31 | \$829,235.40 |
| Total Overtime | \$153,510.93 | \$27,090.17 | \$180,601.10 |
| Overtime subtotal | \$153,510.93 | \$27,090.17 | \$180,601.10 |
| Personnel total | \$858,361.02 | \$151,475.48 | \$1,009,836.50 |
| Planned MOE | \$0.00 | | |

| Fringe Benefits | | | |
|------------------------------|---------------------|--------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| Trooper (full time) (sworn) | \$289,335.29 | \$51,059.17 | \$340,394.46 |
| Civilian | \$17,274.49 | \$3,048.44 | \$20,322.93 |
| Fringe Benefits total | \$306,609.78 | \$54,107.61 | \$360,717.39 |
| Planned MOE | \$0.00 | | |

| Travel | | | |
|---|--------------------|-------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| General Hazardous Materials Course | \$1,700.00 | \$300.00 | \$2,000.00 |
| Other Bulk Packaging Course | \$2,550.00 | \$450.00 | \$3,000.00 |
| Cargo Tank Course | \$2,550.00 | \$450.00 | \$3,000.00 |
| Passenger Vehicle Inspection Course | \$2,550.00 | \$450.00 | \$3,000.00 |
| North American Standard Part A and Part B courses | \$1,700.00 | \$300.00 | \$2,000.00 |
| Annul MCSAP Workshop | \$3,060.00 | \$540.00 | \$3,600.00 |
| FMCSA Annual In-Service Training | \$1,530.00 | \$270.00 | \$1,800.00 |
| CVSA NAIC Conference | \$1,530.00 | \$270.00 | \$1,800.00 |
| CVSA Spring Conference | \$3,060.00 | \$540.00 | \$3,600.00 |
| CVSA Fall Conference | \$3,060.00 | \$540.00 | \$3,600.00 |
| CVSA COHMED Conference | \$3,060.00 | \$540.00 | \$3,600.00 |
| CVSA Data Management Workshop | \$1,530.00 | \$270.00 | \$1,800.00 |
| Travel total | \$27,880.00 | \$4,920.00 | \$32,800.00 |
| Planned MOE | \$0.00 | | |

| Equipment | | | |
|------------------------|--------------------|-------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| Patrol Vehicle | \$35,780.07 | \$6,314.13 | \$42,094.20 |
| Equipment total | \$35,780.07 | \$6,314.13 | \$42,094.20 |
| Planned MOE | \$0.00 | | |

| Supplies | | | |
|------------------------------|-------------------|-------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| Roadside Inspector Equipment | \$2,125.00 | \$375.00 | \$2,500.00 |
| Uniforms | \$2,975.00 | \$525.00 | \$3,500.00 |
| Office Supplies | \$2,125.00 | \$375.00 | \$2,500.00 |
| ELD Inspection Equipment | \$1,700.00 | \$300.00 | \$2,000.00 |
| Supplies total | \$8,925.00 | \$1,575.00 | \$10,500.00 |
| Planned MOE | \$0.00 | | |

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

| Other Costs | | | |
|--|--------------------|--------------------|---------------------|
| | Federal Share | State Share | Total Project Costs |
| Copy Machine Lease | \$3,391.81 | \$598.55 | \$3,990.36 |
| Conference Fees | \$2,805.00 | \$495.00 | \$3,300.00 |
| O&M Costs For ITD/PRISM | \$51,000.00 | \$9,000.00 | \$60,000.00 |
| Portable Toilets For Roadcheck Event | \$128.86 | \$22.74 | \$151.60 |
| Copy Machine Maintenance & Supplies Contract | \$2,550.00 | \$450.00 | \$3,000.00 |
| Other Costs total | \$59,875.67 | \$10,566.29 | \$70,441.96 |
| Planned MOE | \$59,073.07 | | |

| Total Costs | | | |
|----------------------------------|-----------------------|---------------------|-----------------------|
| | Federal Share | State Share | Total Project Costs |
| Subtotal for Direct Costs | \$1,297,431.54 | \$228,958.51 | \$1,526,390.05 |
| Total Costs Budgeted | \$1,297,431.54 | \$228,958.51 | \$1,526,390.05 |
| Total Planned MOE | \$59,073.07 | | |

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 | \$1,297,431.00 | \$228,959.00 | \$1,526,390.00 |

| Summary of MCSAP Funding Limitations | |
|--|--------------|
| Allowable amount for Overtime without written justification (15% of Basic award amount): | \$228,959.00 |
| MOE Baseline: | \$54,253.92 |

| Estimated Expenditures | | | | |
|--------------------------------|-----------------------|---------------------|-----------------------|--------------------|
| | Federal Share | State Share | Total Project Costs | Planned MOE Costs |
| Salary Subtotal | \$704,850.09 | \$124,385.31 | \$829,235.40 | NA |
| Overtime Subtotal | \$153,510.93 | \$27,090.17 | \$180,601.10 | NA |
| Personnel Total | \$858,361.02 | \$151,475.48 | \$1,009,836.50 | \$0.00 |
| Fringe Benefits Total | \$306,609.78 | \$54,107.61 | \$360,717.39 | \$0.00 |
| Travel Total | \$27,880.00 | \$4,920.00 | \$32,800.00 | \$0.00 |
| Equipment Total | \$35,780.07 | \$6,314.13 | \$42,094.20 | \$0.00 |
| Supplies Total | \$8,925.00 | \$1,575.00 | \$10,500.00 | \$0.00 |
| Contractual and Subaward Total | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Other Costs Total | \$59,875.67 | \$10,566.29 | \$70,441.96 | \$59,073.07 |
| | 85% Federal Share | 15% State Share | Total Project Costs | Planned MOE Costs |
| Subtotal for Direct Costs | \$1,297,431.54 | \$228,958.51 | \$1,526,390.05 | \$59,073.07 |
| Indirect Costs | \$0.00 | \$0.00 | \$0.00 | NA |
| Total Costs Budgeted | \$1,297,431.54 | \$228,958.51 | \$1,526,390.05 | \$59,073.07 |

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Ann Assumpico
2. What is this person's title? Colonel
3. Who is your Governor's highway safety representative? Peter Alviti
4. What is this person's title? Director of RI DOT

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

- ☒ Yes
- ☐ No

State Certification declaration:

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

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

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

1. What is the name of your certifying State official? John Furtado
2. What is the title of your certifying State official? Sergeant
3. What are the phone # and email address of your State official? 401-444-1140 john.furtado@risp.gov

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

- ☒ Yes
- ☐ No

I, John Furtado, 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

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

☐ Yes ☒ No

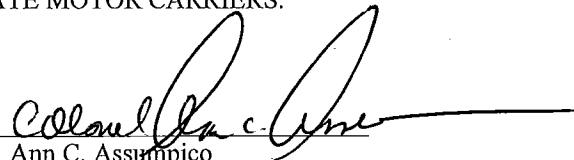
Annual Certification of Compatibility

In accordance with 49 C.F.R., Parts 350.331, as Superintendent for the Rhode Island State Police, I do hereby certify the State of Rhode Island's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations (FHMR) as follows:

INTERSTATE MOTOR CARRIERS; and

INTRASTATE MOTOR CARRIERS.

Signature: _____


Ann C. Assumpico
Superintendent
Colonel

Date: 7-25-17