

ALASKA

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Jan 30, 2017

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

Lead Agency

In July 1997, the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement (AKDOT&PF/MSCVE) became the Lead Agency responsible for administering the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP). AKDOT&PF/MSCVE is responsible for all Commercial Motor Vehicle (CMV) size and weight enforcement in addition to State and Federal traffic and safety regulations.

MSCVE will leverage resources and maximize efforts to support the following mission and goal for FY17:

Mission: To enhance the safety of the motoring public, protect public infrastructure and assure marketplace confidence and equitable trade.

Goal: To reduce the number of Federally-reportable CMV-related crashes below the rolling three-year (CY13-15) average of 113, contributing to a fatality rate below 0.114 fatalities per 100M vehicle miles traveled during CY17.

A transportation system that is safe, reliable and efficient provides an avenue for economic prosperity. Trucks deliver everything from food, fuel and clothing to automobiles and the State's natural resources (gold, oil, copper, fish, etc.). Passenger vehicles provide transportation services throughout the State that are vital to the tourism industry and Alaskans that travel to work, school or play. Efforts by the Lead Agency have contributed to record low CMV fatality rates in the State.

The Alaska Commercial Vehicle Safety Plan (CVSP) is prepared by AKDOT&PF/MSCVE and available for review online at www.dot.alaska.gov/mscve. Hard copies of the CVSP are available at the following location:

Alaska Department of Transportation & Public Facilities
Division of Measurement Standards & Commercial Vehicle Enforcement
11900 Industry Way, Building M2
Anchorage, AK 99515

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State’s commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency’s Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

AKDOT&PF/MSCVE is the Lead Agency enforcing operating authority requirements under 49 U.S.C.13902 and 49 CFR Parts 365, 368, and 392.9a, by placing Out-of-Service any CMV operating without the required authority or beyond the scope of the motor carrier’s operating authority. In addition to the laws pertaining to commercial vehicle safety and hazardous materials, AKDOT&PF/MSCVE enforces financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387. The table below lists the number of MCSAP inspection-certified officers and their respective agencies as of June 30, 2016.

Participating Agency	Number of Certified CMV	Number of Certified CMV	Number of Certified CMV
	Inspectors (Non-Sworn)	Officers (Sworn)	Officers supported by MCSAP Funds
AKDOT&PF/MSCVE (Lead Agency, MCSAP)	0	22	22
Juneau Police Department (non-MCSAP)	0	2	0
Valdez Police Department (non-MCSAP)	0	1	0
Alaska State Troopers (non-MCSAP)	0	1	0
Anchorage Police Department (non-MCSAP)	0	1	0
TOTAL:	0	27	22

Numbers as of 6/30/2016

AKDOT&PF	Number of Personnel Directly Related to MCSAP Activities
Chief, Commercial Vehicle Enforcement	1
Statewide Supervisor	1
Area Supervisors*	2
Enforcement Officers*	20
Program Coordinator	1
Planner	1
Research Analyst	1
System Programmer	1
Microcomputer/Network Technician	1
Office Assistant (MCSAP Clerk)	1
Total MSCVE Personnel:	30

**Trained to perform NAS inspections*

Numbers as of 6/30/2016

To ensure maximum operational effectiveness and efficiency, Alaska continues to dedicate MCSAP resources to support the following CMV safety programs:

- Safety data collection
- Uniform driver and vehicle safety inspections
- Traffic enforcement
- Commercial Drivers' License (CDL) verification and enforcement
- Operating authority verification and enforcement
- Hazardous materials training and enforcement
- Passenger carrier training and enforcement
- Public education and awareness
- Equipment and services to support these activities

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

A & C. The Division is continuing to seek the support of and authority from the State to deploy Portable Breath Testers (PBTs) and to train its CVEOs in their use. The Division requested authorization from the State to deploy Portable Breath Testers (PBTs) in FY15; however, to date this authorization has not been approved. MSCVE will continue to pursue this authorization in FY17. **The State will only purchase and deploy the portable breath testers once it has received full authority to use them at roadside.**

The State's Department of Administration initiated a classification study of the Commercial Vehicle Enforcement Officers (CVEOs) position descriptions in FY15. One aspect of this study is to pursue reclassification of the CVEO positions and revision of their position descriptions to provide authority for the use of Portable Breath Testers (PBTs) in the CVEO duties. The reclassification process is still in progress. MSCVE will continue to pursue the authorization to use PBTs in FY17.

D & G. The Division is continuing to seek the support of and authority from the State to conduct drug interdiction activities. The Division requested authorization from the State to conduct drug interdiction activities in FY15; however, to date this authorization has not been approved and these activities were not performed in FY16. MSCVE will continue to pursue this authorization in FY17.

The State's Department of Administration initiated a classification study of the Commercial Vehicle Enforcement Officers (CVEOs) position descriptions in FY15. One aspect of this study is to pursue reclassification of the CVEO positions and revision of their position descriptions to provide authority to conduct drug interdiction activities in the CVEO duties. The reclassification process is still in progress. MSCVE will continue to pursue the authorization to conduct drug interdiction activities in FY17.

The Division's request for authority to both use portable breath testers and to conduct drug interdiction activities has been at the Department of Administration's Classification office since FY16. During this time the Division has taken part in multiple

discussions with Classification personnel concerning the classification study. In addition, the Division has promptly answered all questions the Classification office has had regarding the study and has made Commercial Vehicle Enforcement Officers available for interviews by Classification personnel.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

B. The State does not conduct reviews of intrastate carriers.

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	2	0.1140	0.0396
01/01/2014	12/31/2014	6	0.1140	0.1236
01/01/2013	12/31/2013	6	0.1140	0.1238
01/01/2012	12/31/2012	5	0.1210	0.1046
01/31/2011	12/31/2011	2	0.1210	0.0435

Enter the source and capture date of the data listed in the table above:

Data (through 06/30/2016) extracted from SAFETYNET on 07/11/2016.

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

The State's Fatality Reduction Goal is expressed as the number of fatalities per 100M Total VMT.

Due to the low number of CMV-related fatalities that occur in any given year, the State has determined that measuring the actual number of fatalities against the VMT for any specific calendar year provides the most succinct indicator of the success of the State in reducing CMV-related fatalities.

Calendar Year	1M VMT	# Fatalities	# Fatal Crashes	Fatalities/100M VMT
2015	5,045	2	2	0.0396
2014	4,856	6	6	0.1236
2013	4,848	6	6	0.1238
2012	4,779	5	5	0.1046
2011	4,593	2	2	0.0435

Review of crash reports from the fatal crashes that occurred in CY15 indicates that the two crashes occurred during daylight and were caused by human error.

One of these crashes was the result of the CMV, a motorcoach, striking a 5th wheel trailer, crossing the center lane, striking another POV (dislodging its camper), striking a third POV head on, pushing it into a fourth POV before striking the fourth POV. Two bus passengers and two passengers from the third POV were medically transported. The driver of the third POV died at the scene.

The other crash occurred due to a POV crossing the centerline and striking the CMV almost head-on. The POV driver died nearly a month later.

Both crashes occurred during periods with no adverse weather conditions.

During FY17, MSCVE will continue its Outreach and Education activities. Activities aimed at CMV audiences will include emphasis on safe driving practices, focusing particularly on distracted driving. During activities directed at non-CMV audiences, emphasis will be placed on POV driver awareness of CMVs on the roadway.

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	1	2	1
01/01/2014	12/31/2014	1	2	1
01/01/2013	12/31/2013	1	2	1
01/01/2012	12/31/2012	1	2	1
01/01/2011	12/31/2011	1	2	1

Enter the source and capture date of the data listed in the table above:

Data (through 06/30/2016) extracted from SAFETYNET on 07/11/2016.

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

The actual goal for the number of Motorcoach/Passenger Fatalities for each year shown in the table is "less than 2." The Actual Outcome for CY11-15 was 1 (or one-half of) the goal.

Motorcoach/Passenger Fatalities are rare in the State of Alaska. The State makes every effort to educate motorcoach operators and their drivers in safety compliance via outreach efforts.

During calendar years 2014, 2015, and 2016 (through 6/30/2016), a total of 74 Federally-reportable crashes occurred involving Commercial Passenger-Carrying Vehicles (PCVs). Of these 74 crashes, 86% (64 crashes) involved PCVs that do not fall under the scope or jurisdiction of the MCSAP program. These PCVs include school buses, government-owned transit buses/coaches, and private transport vehicles. During the same time frame, only 10 crashes involved motorcoaches (i.e., tour buses) in the State of Alaska. While the State must report all of these crashes to MCMIS, the disproportionate number of crashes associated with those PCVs that fall outside the MCSAP program continue to skew the apparent overall effectiveness of the Lead Agency's program efforts.

In an effort to address passenger transportation safety, the State's ongoing strategy is to reduce the risk of crashes and fatalities by reducing driver and vehicle OOS rates.

In alliance with the [USDOT Motorcoach Safety Action Plan](#), enforcement efforts will focus on the following national program concerns:

- Driver Behavior - Distraction, Speeding, Fatigue
- Vehicle Maintenance - Periodic Inspections and Inspection Programs

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	2	0
01/01/2014	12/31/2014	1	2	1
01/01/2013	12/31/2013	1	2	1
01/01/2012	12/31/2012	0	2	0
01/01/2011	12/31/2011	0	2	0

Enter the source and capture date of the data listed in the table above:

Data (through 06/30/2016) extracted from SAFETYNET on 07/11/2016.

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

The actual goal for the number of Hazardous Materials (HazMat)-related Fatalities for each year shown in the table is "less than 2." The Actual Outcome for CY13-14 was 1 (or one-half of) the goal. The Actual Outcome for CY11-12 and CY15 was zero.

CMV-related fatalities that involve Hazardous Materials (HazMat) are rare in Alaska. The State has a safety program to address HazMat carriers and provide educational outreach to both carriers and their drivers. There have been no problems, difficulties, or obstacles in achieving the goal of less than two HazMat vehicle fatalities per year.

In an effort to address HazMat transportation safety, the ongoing strategy is to reduce HazMat-related crashes and fatalities by reducing driver and vehicle OOS rates.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015

Instructions:

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	137	63
10/01/2013	09/30/2014	212	60
10/01/2012	09/30/2013	975	247
10/01/2011	09/30/2012	1134	299
10/01/2010	09/30/2011	1086	437

Check if State does not conduct CMV traffic enforcement stops without an inspection.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	11	3
10/01/2013	09/30/2014	8	6
10/01/2012	09/30/2013	110	13
10/01/2011	09/30/2012	428	0
10/01/2010	09/30/2011	226	0

Check if State does not conduct Non-CMV traffic enforcement stops.

Enter the source and capture date of the data listed in the table above:

Data (through 6/30/2016) extracted from SAFETYNET on July 11, 2016. // At this time MSCVE does not have authority to conduct traffic enforcement activities on non-CMV traffic; however, occasionally CVEOs will observe unsafe driver behavior in a vehicle that appears to be a CMV due to its size and estimated weight. Once stopped and identified as a non-CMV, the CVEO will terminate the contact and release the driver and vehicle.

[Redacted source and capture date information]

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP**Instructions:**

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe Outreach and Education activity conducted:**

Conduct Safety Briefings to various audiences.

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

Approximately 12 Safety Briefings will take place in FY16.

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

As of 6/30/16, 18 Safety Briefings have been conducted to various audiences in the State of Alaska in FY16.

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

The 18 Safety Briefings conducted by the Lead Agency in the first 3 quarters of FY16 consisted of: * 1 Passenger Vehicle Driver/Carrier Safety Briefing, * 4 Carrier Driver/Carrier Safety Briefings, * 3 Teen Driver Safety Briefings, and * 10 Other Outreach Safety Briefings to local law enforcement agencies, etc. This category includes 4 outreach activities with the Alaska Trucking Association.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP**Instructions:**

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Anchorage & Surrounding Areas Crash Reduction

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

Goal: To reduce the number of Federally-reportable CMV-involved crashes in Anchorage and Surrounding Areas by 15% from the three-year average of 35 (FY12, 13, and 14).

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

Currently 28 Federally-reportable CMV-involved crashes in Anchorage and Surrounding Areas for FY16 to date (07/21/2016).

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

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. During FY13-15, the most current complete fiscal years preceding the goal period, an annual average of 113 Federally-reportable crashes involving CMVs occurred in the State of Alaska; a total of 14 fatalities resulted from these crashes. The goal is to reduce the number of Federally-reportable CMV-related crashes in FY17 to fewer than 96.

<u>Fiscal Year</u>	<u>CMV-related Crashes</u>	<u>Crash Reduction Goal</u>	<u>3-Year Rolling Average</u>
FY17	TBD	96	113 (FY13, 14, 15)
FY16 *	43	96	113 (FY12, 13, 14)
FY15	117	97	115 (FY11, 12, 13)
FY14	120	103	123 (FY10, 11, 12)
FY13	103	115	136 (FY09, 10, 11)
FY12	119	119	139 (FY08, 09, 10)
FY11	127		
FY10	122		
FY09	159		

**number of CMV-related crashes in FY16 is through 6/30/16*

Enter Data Source Capture Date:

07/11/2016

Enter Data Source:

Data (through 6/30/2016) extracted from SAFETYNET on 07/11/2016.

Enter Crash Reduction Goal

Alaska's Crash Reduction Goal is to reduce the number of Federally-reportable CMV-related crashes by 15% from 113 (the rolling three-year average of all Federally-reportable CMV-related crashes in FY13, 14, and 15) to fewer than 96 in FY17. By using the average of the number of crashes for each of three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

The risk of CMV-related crashes in Alaska is lowered by removing unsafe vehicles and unqualified drivers from the road. During FY17, it is anticipated that 7,300 CMV safety inspections will take place at roadside locations, fixed inspection/weigh stations, and carrier facilities throughout the State.

The primary activity of the Lead Agency is to conduct safety and size/weight inspections on vehicles engaged in commerce. This activity has been effective in removing unsafe vehicles and unqualified drivers from the road. In FY15 officers conducted 8,952 inspections, removing 789 unsafe vehicles and 231 unqualified drivers from the road; during the first 9 months of FY16, officers conducted 5,276 inspections and removed 568 unsafe vehicles and 103 unqualified drivers from the road. As a result, the number of Federally-reportable crashes involving CMVs in Alaska increased from 103 in FY13 to 120 in FY14, but have slightly dropped to 117 in FY15 and 44 in FY16 (through 6/30/16).

Driver and Vehicle Inspections

Driver and Vehicle Safety Inspections are conducted at inspection/weigh stations, roadside locations, during traffic stops, and at terminal locations. Partnerships with the Alaska State Troopers and local police departments help to maximize efforts where AKDOT&PF/MSCVE may have a limited presence. All inspectors are trained in the use of ASPEN inspection reporting software and have completed various levels of inspection training.

Traffic Enforcement

Alaska's objective is to reduce crashes by focusing on unsafe and aggressive behavior of CMV drivers by conducting 80 safety inspections as a result of traffic enforcement activities. Commercial Vehicle Enforcement Officers (CVEOs) have authority to conduct traffic enforcement stops on CMVs (but not on non-CMV) while the Alaska State Troopers and local police officers collaborate to conduct joint patrols on non-CMV traffic. Enforcement actions, both announced and unannounced, take place throughout the year in various locations with particular attention given to "high risk" locations such as areas historically experiencing numerous CMV-related crashes, areas with a high concentration of violations and citations on CMVs, and areas where enforcement is absent.

Carrier Interventions

To further reduce the risk of CMV-related crashes, the State of Alaska anticipates having at least one CSA Investigator to conduct approximately six CSA Investigations in FY17. The investigator will conduct investigations of at-risk carriers identified by FMCSA. If an investigation indicates necessary action, the investigator will follow up with identified carriers to address safety questions or concerns. The Lead Agency anticipates filling the CSA Investigator position in late FY16 or the first half of FY17 and every effort will be made to complete the required number of CSA Investigations to attain certification.

Public Education and Awareness

A cooperative industry and public education program is in place to inform and educate drivers about the risks and personal responsibilities involved when driving CMVs or driving around them. The educational process includes year-round initiatives directed

at CMV drivers, carriers, and the general public. The anticipated 13 Safety Briefings for FY17 are designed for a variety of audiences. Examples of briefings are: Teen Driver Safety, Passenger Transportation Safety, and Hazardous Material Carrier Safety. During FY17, Alaska will continue to participate in the "Click It or Ticket" campaign as well as the CVSA-sponsored "Brake Check Day" and "Road Check." Alaska will continue working with commercial vehicle safety stakeholders to develop and deploy new avenues of effective outreach with timely information.

Effective Data Collection and Reporting

In order to consistently document roadside inspection and violation data throughout the State all inspection officers are trained in the use of ASPEN software to collect CMV inspection data and generate a Driver's Inspection Report. Examination of inspection completeness, accuracy, and timeliness SSDQ measures indicates that all reporting software and communication devices are operational and updated on a regular basis. AKDOT&PF/MSCVE maintains and houses the SAFETYNET database and maintains the laptops, barcode readers, and printers used by inspection officers in the field.

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

Efforts in Alaska to reduce the number of CMV-related crashes by removing unsafe vehicles and unqualified drivers from the road have resulted in a secondary Alaska CMV-Related Crash Reduction goal that is consistent with the FMCSA CMV Fatality Reduction Goal. The Crash Reduction Goal for FY17 is no more than 96 Federally-reportable CMV-related crashes. The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to date to determine positive progress or areas that require additional attention in order to reduce violations.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State’s rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State’s SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

Enter the date of the A&I Online data snapshot used for the “Current SSDQ Rating” column:

A&I Online data snapshot, 06/24/2016; data as of 07/11/2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 3	Yes
SSDQ	Good	Yes

Data Sources:

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

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

The Lead Agency has experienced no difficulties in achieving the FY16 goals.

Currently, the State's PRISM compliance level is at Step 3. The planned activities to achieve full PRISM compliance are identified in "Program Activities," below.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

The Lead Agency anticipates that:

- Tasks in support of the environment in which the PRISM service runs and the various applications that facilitate the staff to interact with the results (i.e., queries, overrides, follow up, etc.) will be performed;
- Various programming efforts to monitor, maintain, enhance, and/or increase the efficiency of the service will be performed; and
- DMV-specific programming efforts will be completed in order to bring the State's PRISM system to full compliance at Step 6. These will include refreshing requirements, identifying deficiencies, remediating services, and enhancing reporting capabilities.

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.

Alaska intends to maintain CVISN/ITD Core Compliance.

Alaska intends to achieve full PRISM compliance during the performance period of this grant by working toward the following milestones:

<u>% of Project/ % Complete</u>	Benchmark	Est. Completion Act. Completion
30.0%/	PRISM Analysis & Requirements Identification	Oct '17 – Jan '18

<u>30.0%/</u>	Project Planning & PRISM Design	<u>Feb – May '18</u>
<u>30.0%/</u>	PRISM Development & Testing	<u>Jun – Aug '18</u>
<u>10.0%/</u>	PRISM Implementation	<u>Sep '18</u>

During FY17 Alaska will monitor all SSDQ Inspection Data and Crash Data on a monthly basis. Current levels of performance will be measured against previous monthly and quarterly ratings. Alaska will maintain its current "Good" performance measures in FY17.

Alaska's goal is to consistently achieve "Good" performance ratings. Any ratings that may be less than "Good" during FY17 will be discussed with FMCSA and further analyzed to determine appropriate corrective actions.

The State will assure that 100% of all DataQs are resolved within 3-10 business days.

3 - Passenger Carrier Enforcement**Instructions:**

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities**Instructions:**

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

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

5 - Hazardous Materials Transportation Safety**Instructions:**

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Anchorage & Surrounding Areas Crash Reduction

Problem Statement Narrative: Describe problem identified by performance data.

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. In order to focus on those vehicles that the Lead Agency has enforcement authority over, the statistics addressed in this objective reflect only those CMVs that fall under the jurisdiction of the MCSAP program. During FY13-15, an average of 75 Federally-reportable crashes involving these CMVs occurred each year in the State of Alaska; 52.7% of these crashes occurred in Anchorage and its surrounding areas, as bound by MP 77 Parks Hwy (Willow), MP 62 Glenn Hwy (Sutton), and MP 75 Seward Hwy (Turnagain Pass). See attached "SS 3.6, State IDd" for graphic representation of area. In the same time period, a total of 14 fatalities resulted from these crashes, 35.7% in Anchorage and its surrounding areas. In addition, during FY13-15, both Driver and Vehicle Out-of-Service rates for this region tended to be higher than Statewide levels. // Anchorage and its surrounding areas, as identified above, is home to approximately one-half of the State's population and hosts the majority of CMV traffic moving within and through the region. During FY14,15, and 16 (through 6/30/2016) an average of 30.7% of all inspections conducted in the State were performed in the area while more than one-half of CMV-related crashes and fatalities in the State occurred in the region.

Performance Objective: Enter performance objectives including baseline data and goal.

The goal of this objective is to reduce the number of Federally-reportable CMV-involved crashes in Anchorage and Surrounding Areas by 15% from the three-year average of 66 (FY13,14, and 15) to 56. By using the average of the number of crashes for each of the three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

The risk of CMV-related crashes in Anchorage & Surrounding Areas is lowered by removing unsafe vehicles and unqualified drivers from the road. Both Driver and Vehicle Out-of-Service rates tended to be higher in this area than Statewide during FY14, 15, and 16 (through 6/30/16). // In order to address the high Driver and Vehicle Out-of-Service rates, the Lead Agency will focus its efforts in this area and perform approximately 40% of its inspections within the stated boundaries. As the majority of Driver violations in the region were for Size & Weight, followed by Hours-of-Service and Medical Certificate violations, CVEOs will pay particular attention to these areas in an effort to increase driver/carrier awareness of the problems and, subsequently, reduce the Driver violation rates. The most frequent Vehicle violations in this area were for lighting and brakes. Again, CVEOs will work to reduce these violation rates by focusing on the problem areas in order to increase driver/carrier awareness. // Assessment of the crash reports from the CMV-involved crashes that occurred in the designated area

during FY13, 14, and 15 show that the majority of these crashes happened in daylight, with no adverse conditions.

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

The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to date in this area to determine positive progress or areas that require additional attention in order to reduce violations.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

The State of Alaska conducts safety inspections with the two-fold objective of (a) reducing Alaska's CMV-related crashes to below 96 during FY17 and (b) remaining under the CMV Fatality Reduction Goal of 0.114 fatalities/100M total VMT.

Roadside Inspection Program: Roadside inspections target specific high-risk locations, such as areas prone to CMV crashes, areas with a high density of CMV activity, and rural areas where enforcement is absent. The vast majority of Alaska's road system is in rural areas where there are a limited number of safe roadside inspection locations. The roads connecting Alaska's urban areas and the US/Canada border are largely two-lane undivided highways with few safe pullouts that can accommodate commercial motor vehicles.

Fixed Facility Inspection Program: The State operates and maintains nine fixed **inspection/**weigh stations where safety inspections are conducted. These facilities are:

- Ester **Inspection/**Weigh Station, located at MP 351.9 Parks Highway
- Fox **Inspection/**Weigh Station, located at MP 11.5 Steese Highway
- Glenn Inbound **Inspection/**Weigh Station, located at MP 10.6 Glenn Highway, Southbound
- Glenn Outbound **Inspection/**Weigh Station, located at MP 10.6 Glenn Highway, Northbound
- Potter **Inspection/**Weigh Station, located at MP 114 Seward Highway
- Richardson Inbound **Inspection/**Weigh Station, located at MP 358.05 Richardson Highway, Westbound
- Richardson Outbound **Inspection/**Weigh Station, located at MP 358.4 Richardson Highway, Eastbound
- Sterling **Inspection/**Weigh Station, located at MP 82.5 Sterling Highway
- Tok **Inspection/**Weigh Station, located at MP 1308 Alaska Highway

The Level III inspection goal in FY2016 was 57.8% of the total; at the same time the Level II goal was 12.0%. When determining the inspection level goals for FY2017, the Division realized that the number of Level II inspections completed has routinely exceeded the goal; therefore, it was decided to increase the Level II goal (and accompanying percentage) to more accurately reflect the work actually done. Furthermore, environmental considerations, such as the fact that weather dictates that Level I inspections cannot be conducted throughout the State for extended periods during the year, were taken into account to establish the Level I goal. The increase in Level II inspections has only slightly decreased the goal proportions for Level I and Level III inspections

although the overall inspection goal is significantly greater than in previous years. Over the past several years the Division has routinely met and exceeded its Level I inspection goal.

Instructions for Performance Goals:

Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.**

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: ALASKA DOT PUBLIC FACILITIES COMMERCIAL VEH. ENF.

Enter the total number of certified officers in the Lead agency: 22

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	1315	96	9	1420	19.45%
Level 2	1605	195	0	1800	24.66%
Level 3	3626	25	29	3680	50.41%
Level 4	0	0	0	0	0.00%
Level 5	320	30	50	400	5.48%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	6866	346	88	7300	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click "Save" after each table entry.

Enter the name of the Funded Agency:

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

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	4
Enter the total number of non-funded certified officers:	5

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: ALASKA DOT PUBLIC FACILITIES COMMERCIAL VEH. ENF.					
# certified officers: 22					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 4					
# certified officers: 5					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	1315	96	9	1420	19.45%
Level 2	1605	195	0	1800	24.66%
Level 3	3626	25	29	3680	50.41%
Level 4	0	0	0	0	0.00%
Level 5	320	30	50	400	5.48%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	6866	346	88	7300	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

At this time, Commercial Vehicle Enforcement Officers (CVEOs) in Alaska do not have authority to conduct traffic stops on non-CMV traffic for MCSAP-funded activities.

Please note that in FY16 FMCSA approved an 80% traffic enforcement goal reduction from that of FY15; the FY17 reduction is just 20% below the FY16 goal. In previous years the Division was able to successfully complete a greater number of traffic enforcement stops due to the fact that it had two CVEOs working with the Alaska State Troopers' Bureau of Highway Patrol. During that time those CVEOs worked in close proximity to armed Troopers who were able to assist in any dangerous situations that may arise in the course of a traffic enforcement stop. The Bureau of Highway Patrol no longer exists and, at this time, Alaska's CVEOs are not equipped to defend themselves or diffuse a potentially hostile confrontation during a traffic stop. A classification study of CVEO positions is currently underway that may result in authorization for them to be armed; if such authorization is given, CVEOs in the field will be able to conduct traffic enforcement stops with a greater sense of safety.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	80
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	10
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

The Lead Agency is working to acquire increased authority for its inspection officers to conduct traffic enforcement on non-CMV's. Currently, the Division's Commercial Vehicle Enforcement Officers (CVEOs) have the authority to stop non-CMV's only as pertains to size and weight. At this time, CVEOs have authority to conduct traffic enforcement stops on CMV's while the Alaska State Troopers and local police officers collaborate to conduct joint patrols on non-CMV traffic.

3 - Carrier Investigations**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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

To further reduce the risk of CMV-involved crashes, the State of Alaska anticipates hiring an officer to conduct interstate CSA Investigations. These investigations would be performed on at-risk carriers identified by FMCSA. If an investigation indicates necessary action, the officer would follow up with identified carriers to address safety questions or concerns.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

The Lead Agency anticipates filling the CSA Investigator position and every effort will be made to complete the required number of CSA Investigations to attain certification. During FY17, AKDOT&PF/MSCVE anticipates completing a minimum of 6 CSA Investigations, as assigned by the FMCSA Division Administrator. A position has been designated for this role. ***This position is currently in the recruitment process.***

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

All CSA activities will be documented and utilized for future planning efforts. The number of anticipated CSA Investigations to be completed during FY17 will be measured against the following quarterly activity goals:

- Quarter 1 - 0 Investigations
- Quarter 2 - 0 Investigations
- Quarter 3 - 3 Investigations
- Quarter 4 - 3 Investigations

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

Our State does not conduct reviews/investigations.

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	3	
Passenger CSA On-Site Focused		
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	3	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	3	
Passenger CSA On-Site Comprehensive	0	
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	3	0
CSA Investigations (all Types) Total	6	0
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	6	0

Add additional information as necessary to describe the carrier investigation estimates:
 MSCVE will continue to provide assistance to FMCSA as needed for Passenger Carrier Interventions.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. 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 FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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.:

The Lead Agency's objective is to continue outreach efforts to improve CMV awareness of non-CMV drivers, such as teens, and to increase the awareness of CMV drivers when operating around non-CMV traffic. Greater alertness to CMV/non-CMV interactions on the road will reduce the risk of crashes involving large trucks and possible injuries or fatalities.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	2
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	1
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	4
<input checked="" type="radio"/>	<input type="radio"/>	Passenger Vehicle Driver/Carrier Safety Briefings	1
<input checked="" type="radio"/>	<input type="radio"/>	Hazardous Material Carrier Safety Briefings	1

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

The components of the State's public education and awareness efforts include, but are not limited to:

- Scheduled presentations at high schools to address issues related to teen drivers and CMVs
- Periodic meetings with the Alaska Trucking Association and its members to discuss and provide information regarding CMV safety
- Presentations to various industry groups and carriers to discuss and provide information regarding CMV safety
- Participation in the national Click It or Ticket campaign

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 Performance Progress Report (SF-PPR):

Approximately 13 safety briefings will take place in FY17. The number of completed safety briefings will be measured against the following quarterly activity goals:

- Quarter 1 - 5 safety briefings
- Quarter 2 - 5 safety briefings

- Quarter 3 - 2 safety briefings
- Quarter 4 - 1 safety briefing

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$233,756.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Chief, Commercial Vehicle Enforcement	1	30	1700	\$45.25	\$23,077.50	\$19,615.87	\$3,461.63	\$595.35
Statewide CVEO Supervisor	1	30	1700	\$43.53	\$22,200.30	\$18,870.25	\$3,330.05	\$572.72
Area CVEO Supervisors	3	30	1850	\$35.44	\$59,007.60	\$50,156.46	\$8,851.14	\$1,014.84
Commercial Vehicle Enforcement Officers (CVEOs)	24	21.59	1700	\$25.00	\$220,218.00	\$187,185.30	\$33,032.70	\$5,482.03
Program Coordinator	1	44.3492	1700	\$37.11	\$27,978.58	\$23,781.79	\$4,196.79	\$569.63
Planner	1	45	1700	\$40.86	\$31,257.90	\$26,569.22	\$4,688.69	\$716.79
Research Analyst	1	45	1700	\$27.01	\$20,662.65	\$17,563.25	\$3,099.40	\$355.37
System Programmer/Data Processing Manager	1	5	1700	\$49.98	\$4,248.30	\$3,611.05	\$637.25	\$109.60
Microcomputer/Network Specialist	1	30	1700	\$38.70	\$19,737.00	\$16,776.45	\$2,960.55	\$509.17
CSA Investigator	1	5	1700	\$28.36	\$2,410.60	\$2,049.01	\$361.59	\$62.19
Office Assistant (MCSAP Clerk)	1	70	1700	\$19.36	\$23,038.40	\$19,582.64	\$3,455.76	\$594.34
Sub-Total Salary					\$453,836.83	\$385,761.29	\$68,075.55	\$10,582.03
Overtime Information								
Overtime	27	0.60	1700	\$37.50	\$10,327.50	\$8,778.38	\$1,549.13	\$0.00
Sub-Total Overtime					\$10,327.50	\$8,778.38	\$1,549.13	\$0.00
TOTAL PERSONNEL					\$464,164.33	\$394,539.67	\$69,624.68	\$10,582.03

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

Grant funding is requested for Lead Agency staff and Commercial Vehicle Enforcement Officers (CVEOs) to charge their time while performing various safety enforcement duties and training during the grant-funded period. The total anticipated cost of personnel for this project is **\$464,164.33**. MCSAP Basic-funded payroll overtime is projected to not exceed 15% of the MCSAP Basic award amount. **Of this total, funds for overtime costs for CVEOs, planning, IT, and administrative staff are budgeted at \$10,327.50.**

- The **Chief, Commercial Vehicle Enforcement (0.30 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.
- The **Statewide CVEO Supervisor (0.30 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.
- **Area CVEO Supervisors (0.30 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.
- **Commercial Vehicle Enforcement Officers (CVEOs) (0.2159 FTE each)** will spend time performing various safety enforcement duties, educational outreach, training, and administrative duties such as uploading of data to the MCMIS database, carrier verifications, court appearances for citations, etc. **At this time there are 22 certified CVEOs in the employ of the Division, filling all but 2 authorized positions. It is the intent of MSCVE to fill these remaining 2 positions during FY17; therefore, the need exists to budget for all 24 positions, reduced from the initial 25.**
- The **Program Coordinator (0.443492 FTE)** and **Planner (0.45 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, human resource activities, procurement, financial management, etc.

- The **Research Analyst (0.45 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, etc.
- The **System Programmer/Data Processing Manager (0.05 FTE)** and **Microcomputer/Network Specialist (0.30 FTE)** will augment and support the supervisory, planning, and administrative staff and the CVEOs. The staff will perform technical and administrative duties including, but not limited to: SAFETYNET database administration and troubleshooting, ASPEN administration and troubleshooting, training in the use of the FMCSA software suite, ensuring that communications (such as Virtual Private Networks (VPNs)) are performing at optimal levels with minimal downtime, procurement and compilation of computer hardware and software used for safety enforcement, and human resource activities.
- The **CSA Investigator (0.05 FTE)** will spend time providing support for the completion of Compliance Reviews and performing various safety enforcement duties, educational outreach, training, and administrative duties such as uploading of data to the MCMIS database, carrier verifications, court appearances for citations, etc.
- The **Office Assistant (MCSAP Clerk) (0.70 FTE)** will input safety and inspection data into the SAFETYNET and DataQs systems and will spend time on training and administrative duties that include, but are not limited to: certifying of driver/carrier safety inspections, uploading of CMV-related crash reports, etc.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Chief, Commercial Vehicle Enforcement	89	\$23,077.50	\$20,538.98	\$17,458.13	\$3,080.85	\$529.86
Statewide CVEO Supervisor	89	\$22,200.30	\$19,758.27	\$16,794.53	\$2,963.74	\$509.72
Area CVEO Supervisors	89	\$59,007.60	\$52,516.76	\$44,639.25	\$7,877.51	\$903.21
Commercial Vehicle Enforcement Officers (CVEOs)	89	\$220,218.00	\$195,994.02	\$166,594.92	\$29,399.10	\$4,879.00
Program Coordinator	89	\$27,978.58	\$24,900.94	\$21,165.80	\$3,735.14	\$506.97
Planner	89	\$31,257.90	\$27,819.53	\$23,646.60	\$4,172.93	\$637.94
Research Analyst	89	\$20,662.65	\$18,389.76	\$15,631.29	\$2,758.46	\$316.28
System Programmer/Data Processing Manager	89	\$4,248.30	\$3,780.99	\$3,213.84	\$567.15	\$97.54
Microcomputer/Network Specialist	89	\$19,737.00	\$17,565.93	\$14,931.04	\$2,634.89	\$453.16
CSA Investigator	89	\$2,410.60	\$2,145.43	\$1,823.62	\$321.81	\$55.35
Office Assistant (MCSAP Clerk)	89	\$23,038.40	\$20,504.18	\$17,428.55	\$3,075.63	\$528.96
Sub-Total Fringe Benefits			\$403,914.79	\$343,327.57	\$60,587.21	\$9,417.99

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

Grant funding is requested for the Lead Agency staff and CVEOs to charge their associated payroll benefit costs while performing MCSAP-related duties such as, but not limited to: conducting safety enforcement inspections and tasks, training, and administrative duties. The total anticipated cost of fringe benefits for this project is **\$403,914.79**. The specific amount of **benefits, insurance, leave taken, and over/under variance**, etc. for each staff member (based on exact salary costs) will be included in each voucher. **As the**

State operates on an accrual-based leave system, only actual hours worked on MCSAP-related duties will be charged to the grant.

Fringe Benefits are calculated per employee using the rate approved by the Administrative Services Director and is uniform for all employees charging to the grant.

Per June 1, 2016 USDOT/FHWA ICAP approval letter, the 89% Fringe Benefits rate is based on the following:

Section II: Labor Rates

Effective Period: July 1, 2016 – June 30, 2017

Approved Rates:

89% =

	Regular	Premium
Base Pay	100%	100%
Benefits	44%	38%
Insurance	27%	0%
Leave Taken	16%	0%
Over/Under Variance	2%	1%
Total	189%	139%

Applicable To: All programs not specifically exempted by law

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Conference Travel	9	35	\$22,632.00	\$19,237.20	\$3,394.80	\$0.00
Training Travel	34	47	\$38,337.50	\$32,586.88	\$5,750.62	\$0.00
Routine MCSAP Travel			\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
Sub-Total Travel			\$68,469.50	\$58,199.08	\$10,270.42	\$0.00

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

The CONFERENCE TRAVEL that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

1. 2017 North American Inspectors Competition (NAIC) (Aug 7-11, 2017, Orlando, FL)

1 person, 6 days, airfare: \$960; per diem: \$61/day; hotel: \$240/night; ground transportation: \$150

Attendance at this competition increases the Lead Agency's knowledge of the CMV inspection program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2. 2017 CVSA Workshop (Apr 23-27, 2017, Atlanta, GA)

2 people, 5 days, airfare: \$960/person; per diem: \$71/day; hotel: **\$220**/night; ground transportation: \$150/person

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

3. 2017 CVSA COHMED Conference (Jan 23-27, 2017, Savannah, GA)

1 person, 7 days, airfare: \$960; per diem: \$61/day; hotel: **\$220**/night; ground transportation: \$150

Attendance at this conference increases the Lead Agency's knowledge of the Hazardous Materials program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

4. 2017 MCSAP Leadership Conference/Planning Meeting (date & location unknown at this time)

2 people, 5 days, airfare: \$960/person; per diem: \$71/day; hotel: **\$300**/night; ground transportation: \$150/person

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

5. 2017 CVSA Annual Conference & Exhibition (Sep 17-21, 2017, Whitehorse, Yukon, Canada)

2 people, 7 days, airfare: \$960/person; per diem: \$71/day; hotel: **\$150**/night; ground transportation: \$150/person

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

6. 2017 Traffic Records Forum (Aug 6-9, 2017, New Orleans, LA)

1 person, 5 days, airfare: \$960; per diem: \$71/day; hotel: **\$150**/night; ground transportation: \$150

Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations,

new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

The TRAINING TRAVEL that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

7. North American Standard (NAS) Parts A & B

5 people, 14 days, airfare: \$960/person; per diem: \$71/day; hotel: \$240/night; ground transportation: \$150/person

This training will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure. MCSAP will fund 50% of travel expenses for this training; remaining funds will come from other funding sources.

8. General Hazardous Materials

2 people, 6 days, airfare \$960/person; per diem \$61/day; hotel: \$240/day; ground transportation: \$150/person

This training will instruct CVEOs in inspecting HazMat shipments for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business.

9. Cargo Tank Inspection Training

2 people, 6 days, airfare \$960/person; per diem \$61/day; hotel: \$240/day; ground transportation: \$150/person

This training will instruct CVEOs in inspecting Cargo Tank motor vehicles transporting hazardous material for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business.

10. Passenger Vehicle Inspection Training

1 person, 5 days, airfare: \$960; per diem: \$61/day; hotel: \$240/night; ground transportation: \$150

This training will enable CVEOs to complete Level I, II and V inspections on motorcoaches and other commercial passenger-carrying vehicles. MCSAP will fund 50% of travel expenses for this training; remaining funds will come from other funding sources.

11. CSA III Training

1 person, 7 days, airfare: \$960; per diem: \$69/day; hotel: **\$300**/night; ground transportation: \$150

This training will prepare investigators and managers to use the full array of CSA interventions through reinforcement of the existing interventions and training staff on offsite investigations, critical and acute violations follow-up investigations, and cooperative safety plans. CSA Phase III training will also teach investigators and managers to use new investigative software and improved IT systems built specifically to support CSA interventions and replace the CAPRI investigation software.

12. Electronic Logging Device Training

1 person, 7 days, airfare: \$960; per diem: \$69/day; hotel: **\$300**/night; ground transportation: \$150

It is anticipated that this training will become available in FY17. The NTC-developed course will provide instruction on the use of Electronic Logging Devices and the electronic data transfer methods that can be utilized.

13. 2017 CVEO Annual Training (Fairbanks)

30 people (22 traveling), 2 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$180/day

This training is essential in order to provide refresher training to the State's CVEOs and provide them with information regarding new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the CVEOs to participate in the question and answer sessions and to foster relationships within the cadre.

The ROUTINE TRAVEL that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

14. MCSAP-related travel that is neither "Conference" or "Training" travel

These funds will cover MCSAP-related travel by the Lead Agency staff that does not fall under the "Conference" or "Training" travel categories. Such travel will include, but not be limited to: periodic supervisor trips to CVEOs throughout the State to advise on new/changing policies, etc.

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Multifunction Printer/Copier	1	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Sub-Total Equipment			\$10,000.00	\$8,500.00	\$1,500.00	\$0.00

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

Multifunction Printer/Copier

This item will replace the multifunction printer/copier in use at the Lead Agency's primary facility. The current machine is nearing the end of its service life and is used extensively in support of MCSAP-related activities. MCSAP17 B&I will fund 50% of the purchase price with the remaining 50% provided by other funding sources. **The remaining expenses will not be counted toward MOE.**

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
CVEO Uniforms, New Hires	5	full set	\$992.50	\$4,962.50	\$4,218.12	\$744.38	\$0.00
CVEO Uniforms, Replenishment of Current Employees	6	full set	\$992.50	\$5,955.00	\$5,061.75	\$893.25	\$0.00
CVEO Equipment, New Hires	5	full set	\$351.50	\$1,757.50	\$1,493.88	\$263.62	\$0.00
CVEO Equipment, Replenishment of Current Employees	6	full set	\$351.50	\$2,109.00	\$1,792.65	\$316.35	\$0.00
Office Supplies	1	annual expenses	\$2,690.00	\$2,690.00	\$2,286.50	\$403.50	\$0.00
CVEO Safety Vests	2	ea	\$1,000.00	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Laptop Computers	5	ea	\$3,500.00	\$17,500.00	\$14,875.00	\$2,625.00	\$0.00
CVEO Mobile Scanners/Printers	10	ea	\$200.00	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Inspection/Weigh Station All-in-One Printers	9	ea	\$750.00	\$6,750.00	\$5,737.50	\$1,012.50	\$0.00
Emergency Kits	3	ea	\$400.00	\$1,200.00	\$1,020.00	\$180.00	\$0.00
Roadside Sign Set	1	full set	\$3,800.00	\$3,800.00	\$3,230.00	\$570.00	\$0.00
Portable Breath Testers	7	ea	\$250.00	\$1,750.00	\$1,487.50	\$262.50	\$0.00
Sub-Total Supplies				\$52,474.00	\$44,602.90	\$7,871.10	\$0.00

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

CVEO Uniforms, New Hires:

This line item includes a full contingent of all uniform items required by a newly-hired CVEO, including uniform shirts, pants, coveralls, boots, hats, badges, rank identification, cold weather gear, alterations for sewing on patches, etc. MCSAP will fund 50% of these expenses; remaining 50% will come from other funding sources. **The remaining expenses will not be counted toward MOE.**

CVEO Uniforms, Replenishment of Current Employees:

This line item includes a full contingent of CVEO uniform items, as shown above. It is anticipated that 25% of these items will be replenished each year. MCSAP will fund 50% of these expenses; remaining 50% will come from other funding sources. **The remaining expenses will not be counted toward MOE.**

The \$992.50 cost per unit listed in the CVSP Supplies budget is 50% of the total asserted cost for a full set of Commercial Vehicle Enforcement Officer uniform items.

CVEO Equipment, New Hires:

This line item includes a full contingent of all equipment required by a newly-hired CVEO to perform their duties, including: chamber mates, tape measures, flashlights, traffic cones, creepers, chocks, etc. MCSAP will fund 50% of these expenses; remaining 50% will come from other funding sources. **The remaining expenses will not be counted toward MOE.**

CVEO Equipment, Replenishment of Current Employees:

This line item includes a full contingent of equipment required by a CVEO to perform their duties, as shown above. It is anticipated that 25% of these items will be replenished each year. MCSAP will fund 50% of these expenses; remaining 50% will come from other funding sources. **The remaining expenses will not be counted toward MOE.**

Office Supplies:

Office supplies (paperclips, paper, toner, telecom supplies, etc.) for Lead Agency individuals who are directly responsible for CMV safety enforcement, education, reporting, and data analysis.

CVEO Safety Vests:

CVEOs working in the field need safety vests and external carriers as personal protective equipment. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. **The remaining expenses will not be counted toward MOE.**

Laptop Computers:

These items will be purchased to replace those laptops used by CVEOs and support staff that are at the end of their service lives.

CVEO Mobile Scanner/Printers:

These items will be purchased to replace those CVEO mobile scanner/printers that are at the end of their service lives. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. **The remaining expenses will not be counted toward MOE.**

Inspection/Weigh Station All-in-One Printers:

These items will be purchased to replace those printers located at the **inspection/**weigh stations that are at the end of their service lives. MCSAP17 B&I will fund 50% of the purchase price with the remaining 50% provided by other funding sources. **The remaining expenses will not be counted toward MOE.**

Please see added text under "Inspection/Weigh Station All-in-One Printers." Also, in the State of Alaska CMV inspections are conducted at the fixed inspection/weigh stations in addition to roadside. The printers located at the fixed inspection/weigh stations are used primarily to print State of Alaska Commercial Vehicle Enforcement Driver/Vehicle Examination Reports (i.e., CMV safety inspections). Therefore, it seems reasonable that 50% of the purchase price for these printers be allocable to MCSAP.

Emergency Kits:

These kits (consisting of items such as flashlights, batteries, radio, food, water, etc.) will be placed for use in an emergency such as a CVEO trapped in an avalanche or stranded in a remote area due to extreme weather.

Roadside Sign Set:

It is anticipated that one set of roadside advance warning signs for use by CVEOs conducting roadside inspections will be purchased.

Portable Breath Testers:

These will be readily accessible to CVEOs at fixed facility locations. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. **The remaining expenses will not be counted toward MOE. The State will only purchase and deploy these items once it has received full authority to use them at roadside.**

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs	\$57,835.48	\$49,160.16	\$8,675.32	\$0.00

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditure
SEF - Fuel	1	annual expenses	\$16,000.00	\$16,000.00	\$13,600.00	\$2,400.00	\$0.0
SEF - Vehicle Fleet Costs (Operations & Maintenance)	1	annual expenses	\$24,406.45	\$24,406.45	\$20,745.48	\$3,660.97	\$0.0
Fuel Costs (not under SEF)	1	annual expenses	\$400.00	\$400.00	\$340.00	\$60.00	\$0.0
CVSA Decals	1800	ea	\$0.35	\$630.00	\$535.50	\$94.50	\$0.0
Professional Memberships (CVSA, etc.)	1	ea	\$5,500.00	\$5,500.00	\$4,675.00	\$825.00	\$0.0
Telecommunications	1	annual expenses	\$38,000.00	\$38,000.00	\$32,300.00	\$5,700.00	\$0.0
EPR Telecommunications Services	1	annual expenses	\$20,830.00	\$20,830.00	\$17,705.50	\$3,124.50	\$0.0
EPR Computer Services	1	annual expenses	\$13,200.00	\$13,200.00	\$11,220.00	\$1,980.00	\$0.0
Conference Room Rental	2	days	\$500.00	\$1,000.00	\$850.00	\$150.00	\$0.0
Out-of-Service Criteria books (shipping included)	30	ea	\$40.00	\$1,200.00	\$1,020.00	\$180.00	\$0.0
Federal Motor Carrier Safety Regulations (shipping included)	30	ea	\$27.70	\$831.00	\$706.35	\$124.65	\$0.0
HazMat 49 CFR 100-185 books (shipping included)	30	ea	\$30.25	\$907.50	\$771.37	\$136.13	\$0.0
Conference Registration Fees	6	ea	\$550.00	\$3,300.00	\$2,805.00	\$495.00	\$0.0
Other Expenses	1	annual expenses	\$7,500.00	\$7,500.00	\$6,375.00	\$1,125.00	\$0.0
VPN Accounts (80% of \$100/VPN)	15	ea	\$80.00	\$1,200.00	\$1,020.00	\$180.00	\$0.0
VPN Accounts (50% of \$100/VPN)	2	ea	\$50.00	\$100.00	\$85.00	\$15.00	\$0.0
Software Licensing & Maintenance	1	annual expenses	\$15,000.00	\$15,000.00	\$12,750.00	\$2,250.00	\$0.0
Handheld Land Mobile Radios	4	ea	\$2,500.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.0
Sub-Total Other Costs				\$160,004.95	\$136,004.20	\$24,000.75	\$0.0

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

SEF

These expenses will be prorated appropriately in support of MCSAP-related activities. **The remaining expenses will not be counted toward MOE.**

SEF - Fuel:

Each vehicle is issued a credit card for which to purchase fuel, oil, washer fluid, etc. SEF reconciles all costs, per vehicle, for billing purposes.

SEF - Vehicle Fleet Costs (Operation & Maintenance):

Operating Rate: A constant monthly rate paid for the routine maintenance costs of an asset. Operating rates are computed individually for each piece of equipment. They are an average of the routine maintenance costs of that piece of equipment for the last three years. Equipment or vehicles in service less than one year pay an average operating rate based on other vehicles of the same class. Operating rates are computed each year using the average costs.

Allowed charges: Many State agencies are reimbursed for their costs by the Federal government. A strict set of guidelines has been established regarding what vehicle costs are able to be charged to the Federal government. All operating or maintenance costs can be charged, but only a portion of the replacement charges are eligible for Federal reimbursement. SEF identifies, for each asset, the amount of the replacement rate that is allowed, or eligible for reimbursement. These amounts are displayed on the monthly bill for each asset. The allowed portion of the replacement rate is also known as the Federal Fixed Fee.

Billable Services: SEF Maintenance costs that are directly billable to the user. This would include special non-routine service and repair costs for structural/mechanical damage. These costs are not factored in to the calculation of operating rates.

SEF Costs

The State Equipment Fleet (SEF) is responsible for procuring, maintaining, and disposing of vehicles and equipment owned and operated by the State of Alaska. The SEF Headquarters office in Anchorage provides procurement, fuel billing, and support services. All vehicles used for MCSAP-related duties have four categories of usage that are vouchered to FMCSA. **The remaining expenses will not be counted toward MOE.**

Fuel Costs (not under SEF):

While on the road performing various safety enforcement duties, CVEOs occasionally need to fuel their State-owned vehicles from facilities that are not part of the SEF operation. These charges are generally quite small and infrequent. **The remaining expenses will not be counted toward MOE.**

CVSA Decals:

The State of Alaska has established a goal of 1,500 NAS Level I inspections to be conducted in FY17. In accordance with SP-06-004-CE, dated May 22, 2006, the Lead Agency anticipates purchasing 1,500 CVSA Decals plus the allowed 20 percent (300) for a total of 1,800 (12 decals/sheet). The budgeted amount includes estimated shipping costs.

Professional Memberships (CVSA, etc.):

Continued membership in CVSA allows the Lead Agency to keep up to date in the pursuit of uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America and the promotion of commercial motor vehicle safety and security.

Telecommunications:

This line item covers regular telecommunications expenses (i.e., landlines, wireless, data/networks, aircards, etc.) necessary for communication dealing with MCSAP-related issues. These expenses will be prorated appropriately in support of MCSAP-related activities. **The remaining expenses will not be counted toward MOE.**

EPR Telecommunications Services:

This expense covers basic telephone service; network services for transmission of voice and data between State offices; support of radio and paging facilities; and repair and maintenance of radio and telephone equipment used by Lead Agency personnel when performing their MCSAP duties. These expenses will be prorated appropriately in support of MCSAP-related activities. **The remaining expenses will not be counted toward MOE.**

EPR Computer Services:

This expense covers charges for data processing, storage, printing and programming as used by Lead Agency personnel in the performance of their MCSAP duties. These expenses will be prorated appropriately in support of MCSAP-related activities. **The remaining expenses will not be counted toward MOE.**

Conference Room Rental:

Throughout FY17 the Lead Agency anticipates hosting or conducting approximately 2 training sessions in the State that will be attended by approximately 15-30 people. The Lead Agency's own conference room is insufficient in size for such sessions; therefore, MSCVE anticipates renting conference space at local facilities. At an average price of \$500 per day, including the facility and necessary equipment, the estimated cost of 2 days of rental for this purpose is \$1,000.

Out-of-Service Criteria Books:

These books, published annually by CVSA, contain up-to-date out-of-service criteria for commercial vehicle drivers and vehicles. Shipping costs are included in the cost per unit.

Federal Motor Carrier Safety Regulations:

These books, published annually, contain up-to-date Federal Motor Carrier Safety Regulations for commercial vehicle drivers, vehicles, and carriers. Shipping costs are included in the cost per unit.

HazMat 49 CFR 100-185 Books:

These books, published annually, contain up-to-date HazMat violation criteria for commercial vehicle drivers and vehicles. Shipping costs are included in the cost per unit.

Conference Registration Fees:

Registration fees for MCSAP-related conferences such as 2017 CVSA COHMED Conference, the 2017 CVSA Workshop, etc. average \$550 per person per conference.

Other Expenses:

This line item includes such expenses as printing, copying, freight costs, and postage, etc. All items are necessary expenses in support of the State's MCSAP program. **These expenses will be prorated appropriately in support of MCSAP-related activities. The remaining expenses will not be counted toward MOE. The Division has discussed this issue with Alaska's FMCSA Division office; if additional information is needed please let us know.**

Virtual Private Network (VPN) Accounts:

These accounts allow Lead Agency personnel to access State data resources in order to conduct their MCSAP duties while in the field. **The remaining expenses will not be counted toward MOE.**

Software Licensing & Maintenance:

This expense includes 50% of the renewal license cost for both Network Monitoring & Compliance software (which helps ensure that these critical systems are always available for data acquisition, storage, and analysis) and Virtualization Infrastructure software (which provides the virtual server infrastructure for all critical MSCVE services including Microsoft Windows Servers running SAFETYNET, safety/enforcement databases, TraCS citation repositories and data exchange interfaces, ensuring that these data exchange interfaces are available at all times). This may also cover additional licensing of software (e.g., Adobe Pro) necessary to support the MCSAP program. **The remaining expenses will not be counted toward MOE.**

Handheld Land Mobile Radios

Handheld land mobile radios (**LMRs**) are essential for use by CVEOs when conducting MCSAP work throughout the State. MCSAP17 B&I will fund 50% of the purchase price with the remaining 50% provided by other funding sources. **The remaining 50% of the purchase price will not be counted toward MOE.**

Although Division CVEOs regularly spend more than 50% of their time conducting MCSAP activities, there is not sufficient funding to pay for all of that time from the MCSAP grant and still cover other essential expenses related to the performance of MCSAP requirements. In an effort to reasonably balance MCSAP funding across necessary MCSAP needs, the State has determined that a maximum of 21.59% of the CVEOs time can be paid for from MCSAP. The 50% of cost for radios is miniscule when compared with the cost of funding even 21.59% of CVEOs' salary and fringe benefits, while the purchases will benefit the CVEOs throughout the entire time they are conducting MCSAP activities as the only time the radios are used is when conducting inspections.

The State of Alaska will prorate costs appropriately based upon percentage of time dedicated to the grant program in accordance with the MCSAP Comprehensive Policy.

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,324,620.00	\$233,756.00	\$1,558,376.00

Allowable amount for Overtime (15% of total award amount without justification): \$233,756.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$95,285.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$8,778.38	\$1,549.13	\$10,327.51	\$0.00
Chief, Commercial Vehicle Enforcement	\$19,615.87	\$3,461.63	\$23,077.50	\$595.35
Statewide CVEO Supervisor	\$18,870.25	\$3,330.05	\$22,200.30	\$572.72
Area CVEO Supervisors	\$50,156.46	\$8,851.14	\$59,007.60	\$1,014.84
Commercial Vehicle Enforcement Officers (CVEOs)	\$187,185.30	\$33,032.70	\$220,218.00	\$5,482.03
Program Coordinator	\$23,781.79	\$4,196.79	\$27,978.58	\$569.63
Planner	\$26,569.22	\$4,688.69	\$31,257.91	\$716.79
Research Analyst	\$17,563.25	\$3,099.40	\$20,662.65	\$355.37
System Programmer/Data Processing Manager	\$3,611.05	\$637.25	\$4,248.30	\$109.60
Microcomputer/Network Specialist	\$16,776.45	\$2,960.55	\$19,737.00	\$509.17
CSA Investigator	\$2,049.01	\$361.59	\$2,410.60	\$62.19
Office Assistant (MCSAP Clerk)	\$19,582.64	\$3,455.76	\$23,038.40	\$594.34
Subtotal for Personnel	\$394,539.67	\$69,624.68	\$464,164.35	\$10,582.03

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Chief, Commercial Vehicle Enforcement	\$17,458.13	\$3,080.85	\$20,538.98	\$529.86
Statewide CVEO Supervisor	\$16,794.53	\$2,963.74	\$19,758.27	\$509.72
Area CVEO Supervisors	\$44,639.25	\$7,877.51	\$52,516.76	\$903.21
Commercial Vehicle Enforcement Officers (CVEOs)	\$166,594.92	\$29,399.10	\$195,994.02	\$4,879.00
Program Coordinator	\$21,165.80	\$3,735.14	\$24,900.94	\$506.97
Planner	\$23,646.60	\$4,172.93	\$27,819.53	\$637.94
Research Analyst	\$15,631.29	\$2,758.46	\$18,389.75	\$316.28
System Programmer/Data Processing Manager	\$3,213.84	\$567.15	\$3,780.99	\$97.54
Microcomputer/Network Specialist	\$14,931.04	\$2,634.89	\$17,565.93	\$453.16
CSA Investigator	\$1,823.62	\$321.81	\$2,145.43	\$55.35
Office Assistant (MCSAP Clerk)	\$17,428.55	\$3,075.63	\$20,504.18	\$528.96
Subtotal for Fringe Benefits	\$343,327.57	\$60,587.21	\$403,914.78	\$9,417.99

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Conference Travel	\$19,237.20	\$3,394.80	\$22,632.00	\$0.00
Training Travel	\$32,586.88	\$5,750.62	\$38,337.50	\$0.00
Routine MCSAP Travel	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
Subtotal for Program Travel	\$58,199.08	\$10,270.42	\$68,469.50	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Multifunction Printer/Copier	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Subtotal for Equipment	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVEO Uniforms, New Hires	\$4,218.12	\$744.38	\$4,962.50	\$0.00
CVEO Uniforms, Replenishment of Current Employees	\$5,061.75	\$893.25	\$5,955.00	\$0.00
CVEO Equipment, New Hires	\$1,493.88	\$263.62	\$1,757.50	\$0.00
CVEO Equipment, Replenishment of Current Employees	\$1,792.65	\$316.35	\$2,109.00	\$0.00
Office Supplies	\$2,286.50	\$403.50	\$2,690.00	\$0.00
CVEO Safety Vests	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Laptop Computers	\$14,875.00	\$2,625.00	\$17,500.00	\$0.00
CVEO Mobile Scanners/Printers	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Inspection/Weigh Station All-in-One Printers	\$5,737.50	\$1,012.50	\$6,750.00	\$0.00
Emergency Kits	\$1,020.00	\$180.00	\$1,200.00	\$0.00
Roadside Sign Set	\$3,230.00	\$570.00	\$3,800.00	\$0.00
Portable Breath Testers	\$1,487.50	\$262.50	\$1,750.00	\$0.00
Subtotal for Supplies	\$44,602.90	\$7,871.10	\$52,474.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
SEF - Fuel	\$13,600.00	\$2,400.00	\$16,000.00	\$0.00
SEF - Vehicle Fleet Costs (Operations & Maintenance)	\$20,745.48	\$3,660.97	\$24,406.45	\$0.00
Fuel Costs (not under SEF)	\$340.00	\$60.00	\$400.00	\$0.00
CVSA Decals	\$535.50	\$94.50	\$630.00	\$0.00
Professional Memberships (CVSA, etc.)	\$4,675.00	\$825.00	\$5,500.00	\$0.00
Telecommunications	\$32,300.00	\$5,700.00	\$38,000.00	\$0.00
EPR Telecommunications Services	\$17,705.50	\$3,124.50	\$20,830.00	\$0.00
EPR Computer Services	\$11,220.00	\$1,980.00	\$13,200.00	\$0.00
Conference Room Rental	\$850.00	\$150.00	\$1,000.00	\$0.00
Out-of-Service Criteria books (shipping included)	\$1,020.00	\$180.00	\$1,200.00	\$0.00
Federal Motor Carrier Safety Regulations (shipping included)	\$706.35	\$124.65	\$831.00	\$0.00
HazMat 49 CFR 100-185 books (shipping included)	\$771.37	\$136.13	\$907.50	\$0.00
Conference Registration Fees	\$2,805.00	\$495.00	\$3,300.00	\$0.00
Other Expenses	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
VPN Accounts (80% of \$100/VPN)	\$1,020.00	\$180.00	\$1,200.00	\$0.00
VPN Accounts (50% of \$100/VPN)	\$85.00	\$15.00	\$100.00	\$0.00
Software Licensing & Maintenance	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Handheld Land Mobile Radios	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$136,004.20	\$24,000.75	\$160,004.95	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$985,173.42	\$173,854.16	\$1,159,027.58	\$20,000.02
Indirect Cost	\$49,160.16	\$8,675.32	\$57,835.48	\$0.00
Total Costs Budgeted	\$1,034,333.58	\$182,529.48	\$1,216,863.06	\$20,000.02