

CALIFORNIA

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

Date of Approval: Jan 09, 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.

The mission of the California Highway Patrol (CHP) is to provide the highest level of Safety, Service, and Security. This is accomplished through five departmental goals:

- Protect life and property – We make California a great place to live, work, and travel by reducing fatalities, injuries, and crime.
- Provide superior service to the public and assistance to allied agencies – We are committed to providing first class customer service.
- Enhance public trust through community outreach and partnerships – We model the Department's Professional and Organizational Values in every interaction.
- Invest in our people – We develop and support our workforce to sustain a world-class organization.
- Identify and respond to evolving law enforcement needs – We demonstrate leadership by addressing emerging trends.

Since the last CVSP was submitted, California had no new/modified commercial laws.

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.

The Governor of the State of California has designated the CHP as the lead agency to administer the Commercial Vehicle Safety Plan (CVSP) for which the Motor Carrier Safety Assistance Program (MCSAP) grant is being awarded. The CHP has the legal authority, resources, and qualified personnel necessary for the enforcement of the state commercial motor vehicle (CMV) carrier and hazardous materials (HM) safety rules and regulations. The California Department of Motor Vehicles (DMV) administers the MCSAP requirement for registrants of CMVs to demonstrate, at the time of registration, knowledge of the Federal Motor Carrier Safety Regulations and Federal Hazardous Materials Regulations.

The CHP functions under the California State Transportation Agency and has a current budget of approximately \$2 billion, of which over \$203 million is budgeted for CMV safety. The CHP has approximately 11,585 employees, of which 1,102 personnel are assigned to the commercial program. The following is a breakdown of the personnel classifications assigned to the commercial program:

Participating Agency	Column A Number of Certified CMV Inspectors (Non-Sworn)	Column B Number of Certified CMV Officers (Sworn)	Column C Number of Officers in Column B supported by MCSAP Funds	Column D Number of Non-Certified Personnel
California Highway Patrol	477	500	16	125
Total	477	500	16	125

Additional Narrative: The CHP conducts an allied agency class where CHP personnel train various California law enforcement allied agencies on topics such as: commercial registration, commercial driving under the influence (DUI), commercial driver license requirements, weight laws, size laws, permit loads, vehicle equipment requirements, loading regulations, hours-of-service, and lighting laws. However, these California law enforcement allied agencies are not authorized as North American Standard (NAS) Inspection certified inspectors, as they are not MCSAP participating agencies.

Additionally, the CHP maintains a comprehensive Commercial Enforcement Program (CEP) and is recognized as a national leader in CMV safety. Over the years, the CHP’s CEP has evolved to include regulations promulgated by the Federal Motor Carrier Safety Administration (FMCSA) and procedures and protocols of the Commercial Vehicle Safety Alliance (CVSA). The guiding force in this evolution has always been the safe operation of commercial vehicles as they traverse the state highways. The CHP’s on-highway CEP incorporates two distinct approaches to enhance highway safety: education and enforcement. The CHP’s CEP has been recognized by the American Transportation Research Institute as a top ten performer in the nation for superior CMV safety and enforcement performance.

COMMERCIAL VEHICLE ENFORCEMENT FACILITIES

There are currently 54 Commercial Vehicle Enforcement Facilities (CVEF) in 38 locations operating throughout the state. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Staffing levels at these facilities are based upon the operational objectives of the individual facility and related factors including facility classification, point of entry, command status, hours of operation, and enforcement needs.

MOBILE ROAD ENFORCEMENT

The CHP deploys 156 mobile road enforcement (MRE) officers (sworn personnel) responsible for regulating the operation and inspections of CMVs on highways and roadways not otherwise monitored by a CVEF.

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM FUNDED PERSONNEL

There is one sergeant, one officer, and three analysts who serve as coordinators for various functions of the MCSAP. These positions are assigned to Enforcement and Planning Division, Commercial Vehicle Section (CVS), located at CHP Headquarters in Sacramento, California. Adequate office space is dedicated for their use.

The 15 MRE MCSAP dedicated officers are assigned to CHP field Divisions and CVEF commands at strategic locations throughout California. The MRE officers conduct on-highway and rural road traffic enforcement and inspections of CMVs. The MRE officers, commercial enforcement officers, motor carrier specialists (non-sworn personnel), and commercial vehicle inspection specialists (non-sworn personnel) are involved in the inspection of CMVs during strike force operations. The MRE officers also conduct farm labor vehicle inspections and traffic enforcement of non-CMV drivers for unsafe operation around CMVs. Adequate office space is provided at each assigned location to allow for the processing of required MCSAP documentation.

All personnel working within California's MCSAP are existing full-time employees of the CHP. The following is a list of position classifications and assignments funded and dedicated 100 percent to the MCSAP:

Number	Title
1	Sergeant
1	Officer (CVS)
15	Officer (MRE)
1	Associate Accounting Analyst
1	Senior Accounting Officer
1	Supervising Program Technician II
6	Program Technician II
1	Staff Programmer Analyst
2	Associate Governmental Program Analyst
1	Staff Services Analyst

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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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:

The CHP conducts inspections of CMV drivers to ensure they are in compliance with the most current, applicable state and federal regulations. During these inspections, commercial enforcement personnel are able to detect if commercial drivers are under the influence of alcohol and/or controlled substances. All CHP personnel are provided quarterly and in-service training. These classes provide basic training to detect drivers impaired by alcohol and/or controlled substances. Each CHP unit and CVEF has preliminary alcohol screening devices readily available for alcohol screening of CMV drivers.

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:

The state's objective is to ensure all motor carriers are registered pursuant to federal and/or California laws and regulations, as appropriate. Additionally, appropriate enforcement action will be taken against motor carriers who are not appropriately registered; motor carriers whose registration is suspended, revoked, or cancelled; or when a motor carrier is operating beyond the scope of its registration. Appropriate enforcement action will also be taken against interstate motor carriers who are not in compliance with the Unified Carrier Registration. Training is provided for officers/inspectors to check the operating authority status of every vehicle inspected. California uses multiple databases within Iteris InSPECT to identify out-of-state carriers, origins and destinations, and vehicle identification number (VIN) data to enforce federal out-of-service (OOS) orders. Enhanced training is included in the CHP departmental Level I inspection training course. The state will maintain diligent enforcement of federal OOS orders during roadside inspections and traffic enforcement activities. Additionally, CHP policy provides guidelines for checking the existing operating authority. During the data quality process all challenges and inspections are reviewed to ensure compliance with policy.

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
01/01/2014	12/31/2014	324	0.08	0.10
01/01/2013	12/31/2013	295	0.07	0.09
01/01/2012	12/31/2012	284	0.08	0.09
01/01/2011	12/31/2011	296	0.08	0.09
01/01/2010	12/31/2010	266	0.08	0.08

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

The FMCSA Analysis & Information data, run date of 06/22/2016. <https://ai.fmcsa.dot.gov/CrashStatistics/CrashProfile.ASPX>

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

In 2014, there were 324 fatalities involving large trucks and/or buses in California. Since 2010, California's fatalities have increased from 266 to 324. The increase in the number of large trucks and/or buses in 2013 and 2014 was due, in part, to three singular bus collisions involving 22 fatalities. Since the FMCSA has not established a national goal for calendar year 2017, the CHP has established a goal of 0.09 fatalities per 100 million vehicle miles traveled (VMT) in 2017.

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: Other Motorcoach/Passenger vehicles

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	18	22	18
01/01/2014	12/31/2014	39	0	39
01/01/2013	12/31/2013	38	24	38
01/01/2012	12/31/2012	23	26	23
01/01/2011	12/31/2011	26	28	26

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

Other: Actual number of fatalities for the time frame of 2011 - 2016 is 148 (includes crash records through 01/31/2016 [4 fatalities recorded for 2016] involving motorcoach/passenger vehicles). The FMCSA Motor Carrier Management Information System (MCMIS), run date of 05/27/2016. <https://ai.fmcsa.dot.gov/CrashStatistics/RptSummary.ASPX>

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

As shown in the table above, California's number of bus fatalities decreased from 26 in 2011 to 23 in 2012. However, bus fatalities increased from 23 in 2012 to 38 in 2013 and 39 in 2014. The increase in the number of bus fatalities in 2013 and 2014 was due, in part, to three singular bus collisions involving 22 fatalities. In 2015, bus fatalities decreased to 18. The CHP has established a goal of no more than 20 fatalities for the calendar year 2017. The CHP has developed an active passenger vehicle inspection (PVI) program with a goal of enhancing passenger carrier safety in California. Through this program, the CHP conducts inspections on passenger CMVs and drivers at stations, highway rest areas, terminals, border crossings, maintenance facilities, planned destinations, or other locations where a motor carrier may make a planned stop that provides reasonable accommodations for passengers. Due to the necessity to limit the time a passenger vehicle is delayed during an inspection, the passenger vehicle becomes a priority vehicle and every effort is made to move the passenger vehicle forward so it can be inspected as quickly as possible. The safety and comfort of passengers traveling on a passenger vehicle which is placed OOS is a priority when selecting the OOS location.

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: Other **Statewide Integrated Traffic Records System**

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	5		5
01/01/2014	12/31/2014	5		5
01/01/2013	12/31/2013	10		10
01/01/2012	12/31/2012	5		5
01/01/2011	12/31/2011	6		6

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

Other: Actual number of fatalities for the time frame of 2011 - 2015 is 31 involving hazardous materials vehicles. Statewide Integrated Traffic Records System (SWITRS) - run date 06/28/2016.

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

The CHP is responsible for incident command at HM incidents which occur within departmental jurisdiction. This responsibility includes safeguarding those at the scene, the motoring public, and all other potential victims on or off the highway. Additional responsibilities include an awareness of the potential danger an incident may pose to surrounding water, land, and air, and consideration of what steps should be taken to mitigate the danger. Enforcement personnel are trained to manage operations at an emergency scene in a timely and professional manner. The CHP will continue its collision reduction efforts through CMV inspections; traffic enforcement; public outreach and education; and passenger and HM transportation safety.

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		
01/01/2015	12/31/2015	21121	21121
01/01/2014	12/31/2014	529931	181156
01/01/2013	12/31/2013	523831	188641
01/01/2012	12/31/2012	534130	208973
01/01/2011	12/31/2011	572613	215106

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

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

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	19834	19834
01/01/2014	12/31/2014	1640186	1668292
01/01/2013	12/31/2013	2796884	764668
01/01/2012	12/31/2012	2845694	753818
01/01/2011	12/31/2011	3122003	824434

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

All of the following data was provided by the CHPs Support Services Section. Number of CMV Traffic Enforcement Stops with an Inspection - When a CHP employee makes a traffic enforcement stop on a CMV, at minimum, a Level III inspection is conducted. The data originally submitted with this eCVSP, as well as past eCVSPs, was the total number of inspections conducted on CMVs not only during traffic enforcement stops, but at fixed facilities as well. The data currently provided for 2015 is the number of citations, CHP 215s Notice to Appear, issued as a result of traffic enforcement stops on CMVs. Number of Citations and Warnings Issued - The data originally submitted with this eCVSP, as well as past eCVSPs, was the total number of CHP 215s issued as a result of all inspections conducted statewide. The data currently provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on CMVs. Number of Non-CMV Traffic Enforcement Stops - The data originally submitted with this eCVSP, as well as past eCVSPs, was the total number of CHP 215s issued to the drivers of all vehicles statewide. The data currently provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on Non-CMVs. Number of Citations and Warnings Issued - The data originally submitted with this eCVSP, as well as past eCVSPs, was the total number of CHP 215s and warnings issued to the drivers of all vehicles statewide. The data currently provided for 2015 is the number of CHP 215s issued as a result of traffic enforcement stops on Non-CMVs. Due to the passage of Assembly Bill 953 in California, law enforcement agencies will soon begin recording and collecting additional information from traffic enforcement stops and public contacts. The collection of this additional data is tentatively

set to begin in January of 2018. The CHP currently collects data on the number of traffic enforcement stops conducted and verbal warnings issued by uniformed employees. However, the CHP can't query that data specific to types of vehicles. The CHP is currently researching methods in which we can extrapolate this data through software changes/updates.

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:

In the 2015 MCSAP grant, the Commercial Industry Educational Program (CIEP) coordinators planned to conduct at least 800 educational seminars to inform commercial drivers about safely sharing the highways and to educate the trucking industry about federal and state CMV carrier inspection procedures.

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

Conduct at least 800 educational seminars.

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

The CHP achieved the goal of 800 educational seminars. As of May 31, 2016, the CHP conducted 1,741 educational seminars, with a total of 41,064 attendees.

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

Activity #2

Activity: Describe Outreach and Education activity conducted:

In the 2015 MCSAP grant, the CHP planned to conduct three General Hazardous Materials Inspection (GHMI) classes.

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

Conduct three GHMI classes.

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

As of April 15, 2016, the CHP achieved the goal of conducting three GHMI classes. In these classes, 73 departmental personnel were trained to perform HM inspections.

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

Activity #3

Activity: Describe Outreach and Education activity conducted:

In the 2015 MCSAP grant, the CHP planned to conduct three Cargo Tank/Radiological Material (CT/RAM) Inspection classes.

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

Conduct three CT/RAM classes.

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

As of April 26, 2016, the CHP achieved the goal of conducting three CT/RAM classes. In these classes, 58 departmental personnel were trained to perform CT/RAM inspections.

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

Activity #4

Activity: Describe Outreach and Education activity conducted:

In the 2015 MCSAP grant, the CHP planned to conduct two PVI training classes.

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

Conduct two PVI training classes.

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

As of April 7, 2016, the CHP achieved the goal of conducting two PVI training classes. In these classes, 46 departmental employees were trained to perform PVIs.

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

Activity #5

Activity: Describe Outreach and Education activity conducted:

In the 2015 MCSAP grant, the CHP planned to conduct four Level I training classes.

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

Conduct four Level I training classes.

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

As of March 11, 2016, the CHP conducted three Level I training classes. In these classes, 86 departmental personnel were trained to perform Level I inspections.

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

Funding for training for the 2015 MCSAP grant was used for higher priorities and was reallocated to pay for designated personnel and safety related strike forces.

Activity #6

Activity: Describe Outreach and Education activity conducted:

In the 2015 MCSAP grant, the CHP will conduct one Level VI Advanced Radiological Transportation class.

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

Conduct one Level VI Advanced Radiological Transportation training class.

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

As of November 5, 2015, the CHP achieved the goal of conducting one Level VI Advanced Radiological Transportation training class. In this class, 16 departmental employees were trained to perform Level VI Advanced Radiological Transportation inspections.

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

Activity #7

Activity: Describe Outreach and Education activity conducted:

In the 2015 MCSAP grant, the CHP will conduct one Other Bulk Packaging Inspection (OBPI) training class.

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

Conduct one OBPI training class.

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

As of February 12, 2016, the CHP achieved the goal of conducting one OBPI training class. In this class, 27 departmental employees were trained to perform OBPIs.

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

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP
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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.

In the 2015 CVSP the following activities were completed towards the state specific crash reduction goal: three GHMI classes, two PVI classes, three CT/RAM classes, three Level I classes, one Level VI class, and one OBPI class were conducted; all drivers were screened for DUI during inspections; all bus, HM, CMV, non-CMV, and traffic enforcement strike force operations were completed and goals achieved. During strike force operations all drivers were monitored for the use of a cellular telephone and texting while driving. The following CVSA events were conducted: Operation Air Brake on May 6, 2015, Roadcheck 2015 on June 2 - 5, 2015, Operation Safe Driver on October 18 - 24, 2015, and Brake Safety Week on September 6 - 12, 2015. Activity statistics are based on the 2015 MCSAP grant because expenditures for the 2016 MCSAP grant have not commenced.

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

To maintain 0.08 fatalities per 100 million VMT in 2015.

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

The fatality rate for California increased to 0.10 in 2014; therefore, the goal to maintain the fatality rate of 0.08 was not achieved. The 2014 Fatality Analysis Reporting System (FARS) data, run date of 06/22/2016. The 2015 FARS data for VMT fatalities is unavailable. <https://ai.fmcsa.dot.gov/CrashStatistics/CrashProfile.ASPX>.

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

California's fatalities per 100 million VMT increased to 0.10 in 2014. The increase in the number of fatalities in 2014 was due, in part, to two bus collisions involving fourteen fatalities.

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:

The CHP established a goal to reduce the 0.10 fatalities per 100 million VMT in calendar year 2017, to 0.09. Additionally, the CHP realizes DUI enforcement has been effective in reducing fatal collisions. Truck-at-fault fatal and injury collisions with a primary collision factor (PCF) of DUI of alcohol and/or drugs has increased. The following table shows an analysis of truck-at-fault fatal and injury collisions from 2010 to 2015:

Truck-At-Fault Collisions	2010	2011	2012	2013	2014	2015
PCF: Driver Alcohol/Drugs - Fatal	1	1	2	4	4	2
PCF: Driver Alcohol/Drugs - Injury	34	45	44	22	28	51
TOTAL	35	46	46	26	32	53

Enter Data Source Capture Date:

06/29/2016

Enter Data Source:

Data Source – SWITRS; 2016 SWITRS data.

Enter Crash Reduction Goal

To reduce the number of 0.10 fatalities per 100 million VMT in 2017 to 0.09, and reduce the number of DUI commercial truck-at-fault fatal and injury traffic collisions.

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.

Program Activity: The CHP will conduct 350 MCSAP-funded strike force operations projected for 2017, during which all drivers will be screened for DUI. Additionally, the CHP will conduct 900 CIEP presentations and DUI information will be provided.

Program Activity: The CHP will participate in CVSA events; Operation Air Brake, Roadcheck, Brake Safety Week, and Operation Safe Driver.

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.

Performance Measurement: The CHP will track and report the number of drivers who were determined to be DUI and evaluate these statistics obtained through the strike force summary sheets quarterly. Monitoring will be accomplished through monthly and quarterly statistical reports (strike force summaries) collected by the MCSAP grant coordinator and included in the quarterly reports to the FMCSA. An evaluation will be noted in the number of drivers identified to be DUI during MCSAP funded strike force operations.

Performance Measurement: The CHP will participate in CVSA events in 2017. The statistics obtained during each event will be collected and included in the MCSAP quarterly report to the FMCSA.

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	Fair	Good
Inspection Accuracy	Good	Good	Good

Enter the date of the A&I Online data snapshot used for the “Current SSDQ Rating” column:
 AI.FMCSA.DOT.GOV/DataQuality/DataQuality, run date 06/21/2016.

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	Deploying Core CVISN	Yes
PRISM	step 8	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.

Performance Narrative: The California Collision Reporting System (CCRS) has an electronic solution to replace the paper CHP 555, Traffic Collision Report, and CHP 555D, Truck/Bus Collision Supplemental Report. The California Accident Reporting System (CARS) enters the CHP crash reports directly into the SWITRS database eliminating CHP Support Services Section's manual input into SWITRS. However, the CARS system does not interface with the SafetyNet database and requires manual input into the SafetyNet program.

SafetyNet received the notice that CCRS would come online September 28, 2015, as of September 22, 2015, the SafetyNet unit did not have access to the CARS program therefore, reports were being diverted going back to February 2015. By the time the SafetyNet unit received access to the CARS there were already late reports in the system. Once all SafetyNet staff was given access it was discovered there were about 15,000 portable document formats of crash reports holding in queue with vehicle types that could be commercial vehicles. The SafetyNet personnel had no way of marking the reports viewed or processed and found that only one person could be working in the queue at a time. Multiple personnel working in the queue caused duplicate reports to be entered as well as viewed multiple times due to not being able to mark or move them.

The SafetyNet unit worked with CHP programmers and now has a system that has five queues consisting of; CHP 555D, Possible CHP 555D Reports, All Other Reports, Printed Reports, and Non-Processable Reports.

California will continue to enter collisions and inspections and strive to obtain a good rating.

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.

Program Activity: Through personnel overtime with a concentration on the inspection of VIN accuracy, crash accuracy, and any record data quality to correct errors, SafetyNet Unit personnel will continue to work at full capacity to maintain California's overall rating of

good.

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

Performance Measurement: California will continue to evaluate all crash reports and inspections being entered and uploaded to MCMIS to ensure all crash data and inspections have the appropriate vehicle types to maintain California's overall good rating.

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.

Problem Statement Narrative: Describe problem identified by performance data.

Problem Narrative: According to data obtained from FARS and MCMIS through FMCSAs Web site, the number of bus fatalities in California has increased from 25 in 2012 to 31 in 2013, with a decrease to 25 in 2014 and 17 in 2015. Additionally, the number of fatal and non-fatal bus crashes in California has declined consistently from 1,364 in 2006, to 1,095 in 2015, despite having 2 major bus events with multiple fatalities. In an effort to maintain the CHP's success in bus crash reduction, it is necessary to continue an active PVI program, with the focus on enhancing passenger carrier safety in California. This will be accomplished by continuing to train personnel on PVIs and increasing MCSAP-funded bus strike forces.

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

Performance Objective: In order to continue the reduction of fatal and non-fatal bus crashes, the CHP will train personnel to perform PVI, and the CHP will conduct MCSAP-funded strike force activities specifically targeting buses.

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 Objectives 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: Additional information regarding how these activities will be implemented.

Program Activity: Conduct 60 MCSAP-funded bus strike forces (including small [10-15 passenger] buses) statewide. The CHP will conduct two PVI classes, with an emphasis on the enforcement of driver-focused inspections and OOS criteria.

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

Performance Measurement: These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Each completed class roster will be submitted and reviewed by the CHP, CVS training unit. The number of trained personnel will be documented in the quarterly reports to the FMCSA.

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..

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

48

Performance Objective: Enter performance objective(s).

The CHP will increase the OOS carrier capture percentage from 48 to 85 percent for violating the OOS orders during roadside inspections.

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 Objectives 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 Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

To meet this objective, California will communicate with commands statewide to provide information and/or training to departmental personnel at in-service training classes. The CHP will request FMCSA reports to determine if OOS carriers are being identified during the inspection process and will report to Area commanders the number of inspections conducted where OOS carriers were not identified. The CHP will require Divisions to ensure commercial enforcement personnel have maintained access and utilize appropriate FMCSA information-systems to check carrier status during the inspection process. The CHP will conduct statewide training on the proper use/detection of federal OOS orders utilizing key databases and Iteris InSPECT. Additionally, the CHP is working with Iteris to update their software to help identify and document OOS orders.

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.

California will monitor and report the number of inspections conducted on OOS carriers and the action taken on a quarterly basis. This information will be compared with the FMCSA provided report of OOS carriers inspected.

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.

Problem Statement Narrative: Describe problem identified by performance data.

California has experienced an increase in the number of HM carriers. According to the CHP Hazardous Materials Licensing Unit, California issued 4,706 HM licenses in 2014 and 5,122 in 2015. This increase demonstrates a potential for an exposure to an HM incident and HM related traffic collisions on California highways. Therefore, the CHP will concentrate efforts to diminish the possible occurrence of increased HM incidents and HM related traffic collisions.

During the 2015 MCSAP grant cycle, the CHP trained 137 personnel to conduct HM, CT/RAM, OBPI, and Level VI inspections. During this grant cycle, the CHP will train 147 personnel in HM, CT/RAM, OBPI, and Level VI, in an effort to bridge the potential exposure to HM vehicles, incidents, and crashes.

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

California will train 147 personnel to perform HM, CT/RAM, Level VI, and OBPI. The CHP will deploy personnel trained to perform HM inspections during MCSAP-funded strike forces.

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

The CHP will conduct 60 HM strike forces with an emphasis on CT/RAM carriers transporting HM in appropriate vehicles statewide. The CHP will conduct the following classes: three GHMI, three CT/RAM, one OBPI, and one Level VI.

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.

These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing the statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA.

Each completed class roster will be submitted and reviewed by the CHP, CVS training unit. The CHP will record the number of students completing training for each class. This data will be reported on a quarterly basis to the FMCSA.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Increase strike force operations statewide.

Problem Statement Narrative: Describe problem identified by performance data.

To contribute to California's CMV Crash Reduction Goal, the CHP will conduct additional strike force operations. Since the vast majority of commercial enforcement personnel are not grant funded and have responsibility for mandated state programs or are at fixed facilities, strike force operations provide the greatest flexibility and impact to target grant goals for CMVs and passenger carrier vehicles. Strike force activities consist of using commercially trained personnel on routes and in locations that are remote or have a high incident rate of CMV collisions or accidental releases of hazardous materials. Strike force operations will be conducted at locations consistent with existing FMCSA MCSAP Comprehensive Policy version 3.0 (June 2016) for passenger carriers. Strike force operations allow the CHP to concentrate on crash reduction efforts by saturating specific problem areas with commercially trained personnel, which would normally be dispersed due to varying areas of responsibility, thereby providing a more focused effort. In an effort for California to continually meet or exceed the MCSAP grant goals and objectives, it is critical for California to exceed the 15 percent overtime cap and establish an overtime cap of approximately 35 percent for the 2017 MCSAP grant.

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

Conduct 350 strike force operations statewide during the grant cycle. Additionally, the CHP will conduct four NAS Level I inspection training classes and two Allied Agency Commercial Enforcement training classes.

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).

Conduct a total of 350 MCSAP grant funded CMV, non-CMV, HM, CT/RAM, and bus related strike force operations statewide. The CHP personnel performing enforcement activities will focus on violations. These strike force operations will include high-collision corridors.

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.

These activities will be measured utilizing strike force summary reports (one per strike force) which are submitted by CHP Divisions at the conclusion of each strike force event, to the MCSAP grant coordinator. Monitoring will be accomplished by tracking strike force activities and providing these statistics to the MCSAP grant coordinator. An evaluation will be provided based on the number of strike forces completed. Cumulative data will be reflected in quarterly reports to the FMCSA. Each completed class roster will be submitted and reviewed by the CHP, CVS training unit. The CHP will record the number of students completing training for each class. This data will be reported on a quarterly basis to the FMCSA.

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.

There are currently 54 CVEFs in 38 locations operating throughout the state. All CVEFs are strategically located on highways which experience high volumes of CMV traffic. Facility staffing levels at these sites are based upon the operational objectives of the individual facility and related factors including, facility classification, command status, hours of operation, and enforcement needs. Additionally, the CHP deploys 156 MREs throughout the state for roadside enforcement.

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: CALIFORNIA HIGHWAY PATROL

Enter the total number of certified officers in the Lead agency: 500

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	261525	6755	900	269180	49.84%
Level 2	33500	1350	275	35125	6.50%
Level 3	173925	3980	310	178215	33.00%
Level 4	1510	80	34	1624	0.30%
Level 5	24795	1020	30150	55965	10.36%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	495255	13185	31669	540109	

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:	
Enter the total number of non-funded certified officers:	

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: CALIFORNIA HIGHWAY PATROL					
# certified officers: 500					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies:					
# certified officers:					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	261525	6755	900	269180	49.84%
Level 2	33500	1350	275	35125	6.50%
Level 3	173925	3980	310	178215	33.00%
Level 4	1510	80	34	1624	0.30%
Level 5	24795	1020	30150	55965	10.36%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	495255	13185	31669	540109	

If the goal for level 3 inspections is less than 33%, briefly explain why the 33% will not be met:

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.

California's 2014 rate for CMV related fatalities is 0.10 per 100 million VMT. The CHP will strive to reduce the 2014 fatality rate from 0.10 to 0.09 per 100 million VMT in 2017. For California to meet this goal it is imperative the CHP continue traffic enforcement activities. The CHP has continued to conduct comprehensive, highly visible traffic enforcement with an emphasis on problem areas such as high-risk corridors and PCFs. The CHP will accomplish this through the 350 strike forces conducted within California in remote areas and at various locations including, but not limited to, highways and high-collision corridors. The CHP will conduct strike force operations any day of the week ranging from 4 to 10 hours each, within the time range of 0500 hours to 2100 hours.

The CHP will conduct 110 MCSAP-funded non-CMV strike force operations statewide. During these strike force operations CHP will emphasize the importance of safe operation around CMVs for the non-CMV driver.

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	500000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	2000000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	8000

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 PCFs of alcohol/drug, unsafe speed, following too closely, wrong side of the road, improper passing, unsafe lane change, improper turning, and automobile right-of-way violations attributed to fatal truck involved collisions and injury truck involved collisions in 2014. The CHP will perform strike force operations with the goal to reduce the fatality rate of 0.10 CMV involved fatal crashes to 0.09 in California during 2017.

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

The CHP performs Basic Inspection of Terminals (BIT) inspections to assess the safety compliance of a motor carrier. Terminal inspections have shown to be effective in identifying the areas in which a motor carrier is experiencing difficulties which negatively impact CMV operation safety, and in bringing about change in the carrier's behavior. A well-balanced Motor Carrier Safety Plan includes an ongoing inspection and maintenance program at regular intervals. These reviews assess carrier's compliance with the regulations, provide critical updated information regarding compliance, and compare a carrier's safety experience with similar carriers. California currently does not conduct compliance reviews (CR) of interstate motor carriers. However, California does promote activities in support of the CR process. California provides inspection data to identify high-risk carriers and drivers.

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.

N/A

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).

N/A

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		
Passenger CSA On-Site Focused		
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	0	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive		
Passenger CSA On-Site Comprehensive		
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	0	0
CSA Investigations (all Types) Total	0	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	0	0

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

California currently does not conduct CR of interstate motor carriers. However, California does promote activities in support of the CR process. California provides inspection data to identify high-risk carriers and drivers. California uses multiple databases within Iteris InSPECT to identify out-of-state carriers, origins and destinations, and VIN data to enforce federal OOS orders.

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.:

Education is essential in California's continuing efforts to reduce CMV-related crashes and fatalities. This objective is to inform commercial drivers about safely sharing the highways and to educate the trucking industry about federal and state CMV/carrier inspection procedures.

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	350
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	300
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	4
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	35
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1000

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

The CIEP coordinators will conduct at least 800 educational seminars during 2016. The seminars will provide information regarding the commercial vehicle inspection process. The CHP also has a safety program for teen drivers discussing the hazards of driving.

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):

Each completed seminar summary sheet will be reviewed and submitted by the Division CIEP coordinators and routed to the MCSAP grant coordinator. The number of educational seminars completed will be included in quarterly reports to the FMCSA.

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): \$3,194,482.00

- **Your overtime costs have exceeded the 15% limit. If you have not already included a justification to exceed the limit, a justification must be included in the Personnel section of the affected Spending Plan(s).**

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 MOI Expenditures
Sergeant	1	100	1	\$161,532.00	\$161,532.00	\$137,302.00	\$24,230.00	\$0.
Officers	14	100	1	\$132,804.00	\$1,859,256.00	\$1,580,368.00	\$278,888.00	\$0.
Staff Programmer Analyst	1	100	1	\$100,696.00	\$100,696.00	\$85,592.00	\$15,104.00	\$0.
Associate Accounting Analyst	1	100	1	\$89,653.00	\$89,653.00	\$76,205.00	\$13,448.00	\$0.
Senior Accounting Officer	1	100	1	\$85,354.00	\$85,354.00	\$72,551.00	\$12,803.00	\$0.
Associate Governmental Program Analyst	3	100	1	\$76,771.00	\$230,313.00	\$195,766.00	\$34,547.00	\$0.
Supervising Program Technician II	1	100	1	\$60,599.00	\$60,599.00	\$51,509.00	\$9,090.00	\$0.
Program Technician II	6	100	1	\$51,215.33	\$307,291.98	\$261,198.00	\$46,094.00	\$0.
Total Personnel for FFY 2015					\$0.00	\$0.00	\$0.00	\$113,080,531.
Sub-Total Salary					\$2,894,694.98	\$2,460,491.00	\$434,204.00	\$113,080,531.
Overtime Information								
Overtime	1	100	1	\$4,470,331.00	\$4,470,331.00	\$3,799,782.00	\$670,549.00	\$11,739,635.
Sub-Total Overtime					\$4,470,331.00	\$3,799,782.00	\$670,549.00	\$11,739,635.
TOTAL PERSONNEL					\$7,365,025.98	\$6,260,273.00	\$1,104,753.00	\$124,820,166.

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

The salaries used are the current base salary rates. The salaries of uniformed and nonuniformed personnel are expected to increase within the grant cycle.

The overtime amount is calculated at approximately 35 percent of the grant award of \$11,321,404.00. California respectfully requests to exceed the 15 percent overtime cap established by the United States Department of Transportation (US DOT), FMCSA's Cost Eligibility for MCSAP Overtime in the MCSAP Comprehensive Policy version 3.0 (June 2016). The vast majority of departmental commercial enforcement personnel are not grant funded and have responsibility on mandated state programs. In an effort for California to continually meet or exceed the MCSAP grant goals and objectives, it is critical for California to exceed this overtime cap and establish an overtime cap of approximately 35 percent for the 2017 MCSAP grant. The CVSP Proposed Budget outline indicates the CHP anticipates utilizing 35 percent in grant funded overtime funds to accomplish these grant goals. The CHP believes this request will provide California an increased ability to improve safety, maximize our enforcement resources, and help reduce the 0.10 per 100 million VMT fatality rate.

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
Sergeant	68.3140	\$161,534.00	\$110,350.34	\$93,798.00	\$16,552.00	\$0.00
Officers	68.3140	\$1,859,256.00	\$1,270,132.14	\$1,079,612.00	\$190,520.00	\$0.00
Staff Programmer Analyst	59.1090	\$100,696.00	\$59,520.40	\$50,592.00	\$8,928.00	\$0.00
Associate Accounting Analyst	59.1090	\$89,653.00	\$52,992.99	\$45,044.00	\$7,949.00	\$0.00
Senior Accounting Officer	59.1090	\$85,354.00	\$50,451.90	\$42,884.00	\$7,568.00	\$0.00
Associate Governmental Program Analyst	59.1090	\$230,313.00	\$136,135.71	\$115,716.00	\$20,420.00	\$0.00
Supervising Program Technician II	59.1090	\$60,599.00	\$35,819.46	\$30,446.00	\$5,373.00	\$0.00
Program Technician II	59.1090	\$307,292.00	\$181,637.23	\$154,391.00	\$27,246.00	\$0.00
Sergeant Overtime	1.45	\$1,239,369.00	\$17,970.85	\$15,275.00	\$2,696.00	\$0.00
CVIS Overtime	7.65	\$236,759.00	\$18,112.06	\$15,395.00	\$2,717.00	\$0.00
Officer Overtime	1.45	\$2,453,509.00	\$35,575.88	\$30,240.00	\$5,336.00	\$0.00
Associate Governmental Program Analyst Overtime	7.65	\$93,331.00	\$7,139.82	\$6,069.00	\$1,071.00	\$0.00
Supervising Program Technician II Overtime	7.65	\$54,353.00	\$4,158.00	\$3,534.00	\$624.00	\$0.00
Associate Information Systems Analyst Overtime	7.65	\$6,353.00	\$486.00	\$413.00	\$73.00	\$0.00
Staff Programmer Analyst Overtime	7.65	\$6,941.00	\$530.99	\$451.00	\$80.00	\$0.00
Program Technician II Overtime	7.65	\$48,447.00	\$3,706.20	\$3,150.00	\$556.00	\$0.00
Total Fringe Benefits for FFY 2015			\$0.00	\$0.00	\$0.00	\$69,595,356.00
MCS I Overtime	7.65	\$331,269.00	\$25,342.08	\$21,541.00	\$3,801.00	\$0.00
Sub-Total Fringe Benefits			\$2,010,062.05	\$1,708,551.00	\$301,510.00	\$69,595,356.00

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

Benefits include the following for sworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Medicare. Sworn designated personnel fringe benefit rates are calculated at 68.314 percent and overtime benefit rates at 1.45 percent.

Benefits include the following for nonsworn personnel: State Workers Compensation Old-Age, Survivors, and Disability Insurance; Dental Insurance; Health Insurance; Retirement; Industrial Disability; Management Life Insurance; Vision Care; and Medicare. Overtime benefits include Old-Age, Survivors, and Disability Insurance and Medicare. Nonsworn designated personnel fringe benefit rates are calculated at 59.109 percent and overtime benefit rates at 7.65 percent.

The cognizant agency for California is the FMCSA and the FMCSA has approved the indirect cost rate of 12.87 percent. The indirect cost rate of 12.87 percent includes the Statewide Cost Allocation Plan as determined by CHP. The total salary or overtime rate, multiplied by the fringe benefit rate is multiplied by the indirect cost rate.

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
Miscellaneous MCSAP - Related Travel	17	5	\$14,118.00	\$12,000.00	\$2,118.00	\$0.00
WASHTO Annual Meeting	1	6	\$3,529.00	\$3,000.00	\$529.00	\$0.00
CIRES	2	5	\$5,294.12	\$4,500.00	\$794.00	\$0.00
AASHTO	1	5	\$4,706.00	\$4,000.00	\$706.00	\$0.00
In-State, Instructors Department & Allied Classes	20	5	\$24,847.00	\$21,120.00	\$3,727.00	\$0.00
In-State, Strike Force Travel	10	5	\$14,118.00	\$12,000.00	\$2,118.00	\$0.00
In-State, CIEP Travel	24	5	\$35,294.00	\$30,000.00	\$5,294.00	\$0.00
In-State, Data Quality Improvements	9	5	\$10,271.00	\$8,730.00	\$1,541.00	\$0.00
In-State, Commercial Training Meeting	5	23	\$13,224.00	\$11,240.00	\$1,984.00	\$0.00
In-State, Instructor Training/Meeting	12	5	\$8,282.00	\$7,040.00	\$1,242.00	\$0.00
In-State, Commercial Refresher Train-the-Trainer	15	5	\$20,706.00	\$17,600.00	\$3,106.00	\$0.00
In-State, Motorcoach Training	30	5	\$59,294.00	\$50,400.00	\$8,894.00	\$0.00
In-State, Level VI Training	15	5	\$25,882.00	\$22,000.00	\$3,882.00	\$0.00
In-State, OBPI Training	23	5	\$23,812.00	\$20,240.00	\$3,572.00	\$0.00
In-State, CT/RAM Training	48	10	\$83,012.00	\$70,560.00	\$12,452.00	\$0.00
In-State, General HM Training	40	5	\$48,313.00	\$41,066.00	\$7,247.00	\$0.00
In-State, Level 1 Training	63	20	\$396,000.00	\$336,600.00	\$59,400.00	\$0.00
Miscellaneous MCSAP Travel - Program Oversight	4	6	\$22,447.00	\$19,080.00	\$3,367.00	\$0.00
WASHTO Committee on Highway Transport Meeting	1	6	\$7,059.00	\$6,000.00	\$1,059.00	\$0.00
SafetyNet/IT Training Meeting	9	5	\$29,541.00	\$25,110.00	\$4,431.00	\$0.00
CVSA meetings - HM Committee	4	6	\$11,176.00	\$9,500.00	\$1,676.00	\$0.00
NAIC Challenge	1	5	\$3,529.00	\$3,000.00	\$529.00	\$0.00
MCSAP Planning Meeting and Grants Management Training	2	4	\$4,706.00	\$4,000.00	\$706.00	\$0.00
CVSA Executive Committee Meeting	4	5	\$10,588.00	\$9,000.00	\$1,588.00	\$0.00
CSA Phase III	8	5	\$24,612.00	\$20,920.00	\$3,692.00	\$0.00
ELD	8	5	\$24,612.00	\$20,920.00	\$3,692.00	\$0.00
Total Travel for FFY 2015			\$0.00	\$0.00	\$0.00	\$536,571.00
Sub-Total Travel			\$928,972.12	\$789,626.00	\$139,346.00	\$536,571.00

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

Air Fare: \$900.00 out-of-state, \$500.00 in-state, or state vehicle utilized \$0

Lodging: \$175 (includes 10% hotel tax) out-of-state, \$99 (includes 10% hotel tax) in-state per day, or CHP Academy housing utilized \$0

Rental Car: \$42.00 per day or state vehicle utilized \$0

Parking: \$30 per day, if necessary

Employee per diem: \$46 per day

WASHTO - The WASHTO organization represents western state government officials to help develop/promote national policies on transportation issues. The forum provides for information exchange, proposed legislation evaluation, and best practices sharing and implementation to promote safe and effective transportation systems. Representation is essential to ensure California's interest and concerns are adequately addressed and will ensure the Department has the opportunity to provide input on critical matters.

AASHTO - The AASHTO is a non-profit, non-partisan association representing highway and transportation departments in the 50 states; Washington, D.C; and Puerto Rico. Significant highway transportation safety issues are proposed, discussed, and forwarded to the appropriate federal agencies for implementation. California's input on matters of such national importance is imperative.

CVSA Executive Committee Meeting - The CHP is one of only ten states that is a voting member on the CVSA Executive Committee. The CHP's ongoing representation and participation in the CVSA ensures that CHP's interests are considered in regard to CMV safety. The consistency in regulations enhances safety and promotes a positive business culture for the improved transportation of goods. Numerous high profile topics for both industry and enforcement personnel will be on the agenda. Discussions will include future rulemaking proposals and various topics covering regulations and pertinent changes affecting the commercial motor vehicle industry.

MCSAP Planning Meeting and Grants Management Training - Attendance and participation are vital in California's efforts to ensure associated requirements and goals for each grant are understood in order to facilitate continued funding for CHP grants. Grant coordinators will be trained on FMCSA policy changes, program and process updates, and submission requirements needed for the grant process.

NAIC Challenge - Attendance and participation at the NAIC ensures the CHP is consistent with statewide CMV safety, while identifying potentially perilous transportation processes and procedures. Training will provide a variety of CMV enforcement activities which are imperative to the success of California's CMV safety program including: driver's hours-of-service, cargo securement, NAS OOS criteria, interview techniques, bulk packages, and general HM inspections. This information will ensure California's inspectors enforce commercial vehicle safety standards and regulation uniformly and effectively.

CVSA HM Meeting - The CHP serves as a voting member on the HM Committee. The HM Committee provides technical expertise related to HM and transportation of dangerous goods in an effort to reduce incidents; and encourage uniformity and consistency in the application of the regulations. Additionally, the HM Committee maintains the NAS OOS Criteria related to HM, and works to harmonize HM enforcement with industry concerns and international developments.

CIRES - The primary purpose for this meeting is to discuss the statutory mandate to develop a carrier performance database inspection selection system for the BIT program and the incorporation of the FMCSA, along with the Safety Management System data. The meeting will determine all needs and actions necessary for Management Information System of Terminal Evaluations Records (MISTER) to interface with the federal databases, such as the data match between the MCMIS and the CHP's MISTER; determining how to rectify partial data matches between CHP and FMCSA data relative to the assignment of US DOT numbers; and determining how to facilitate batch assignment of US DOT numbers to California for assignment to California intrastate motor carriers.

SafetyNet/Information Technology Training Meeting - This meeting consists of a general session for all attendees, where existing problems and progress in their resolution are discussed, new information is presented, and future plans are revealed. The information provided will keep employees updated and help California maintain its good/green status.

WASHTO Committee on Highway Transport Meeting - The CHP serves as a member of the WASHTO Committee on Highway Transport. This committee is responsible for identifying and exploring major motor carrier industry-related transportation issues, proposing and defining solutions, and recommending policies and standards to the WASHTO Board of Directors. The goal of the committee is to improve transportation safety and efficiency through the promotion of uniform laws, regulations, and practices among member jurisdictions and other jurisdictions. Representation is essential to ensure California's interest and concerns are adequately addressed.

CSA Training - The FMCSA is offering CSA Phase III training. The 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. Additionally, CSA training will teach investigators and managers to use new investigative software and improved information technology (IT) systems built specifically to support CSA interventions.

ELD Training - The FMCSA is offering ELD training. This training is intended to help create a safer work environment for drivers, and make it more efficient to accurately track, manage, and share records of duty status data. An ELD synchronizes with a vehicle engine to automatically record driving time for easier and more accurate recording of hours-of-service.

Training Travel - Personnel may request reimbursement for lodging, per diem, and mileage when attendance is mandatory for departmental training.

CIEP and Strike Force Travel - Personnel may request reimbursement for lodging, per diem, and mileage when working a strike force or presentation out of their assigned Area.

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
Replacement CIEP Van	1	\$37,647.00	\$37,647.00	\$32,000.00	\$5,647.00	\$0.00
Replacement MRE Vehicle	1	\$76,471.00	\$76,471.00	\$65,000.00	\$11,471.00	\$0.00
Sub-Total Equipment			\$114,118.00	\$97,000.00	\$17,118.00	\$0.00

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

The CHP Fleet Operations Section is responsible for replacing enforcement vehicles when either damaged or a specific odometer reading is reached per CHP policy. During this grant cycle, the CHP anticipates purchasing one MRE vehicle and one CIEP van. The MRE vehicle will be used by MCSAP-funded uniformed personnel to perform MCSAP related duties including enforcement. The one replacement CIEP van is necessary to transport CIEP training materials to CIEP presentations.

The initial cost of an MRE vehicle is \$24,285 plus equipment at \$9,693.32 for a total of \$33,978.32. Below is a breakdown of equipment cost for an MRE vehicle:

Consolidated Patrol Vehicle Environment	\$24,285.00
Scanner	\$400.00
Radio/siren interface	\$298.00
Whelen White Fog Light-Emitting Diode Lights Wig Wag	\$260.40
Dual gun lock tub	\$382.50
Rear Partition	\$300.00
Prisoner barrier	\$592.57
Whelen roof light	\$957.84
Siren system	\$225.00
Mobile Digital Computer (MDC) hockey puck antenna	\$59.00
Outside mirror light kit	\$304.20
Pushbumper lights	\$231.39
Trunk light	\$202.00
Dual prisoner eye bolts	\$5.00
Mirror front red light (slick top only)	\$0.00
Red left spotlight (slick top only)	\$0.00
Citizen Band (CB) antenna and cable	\$0.00
Fire extinguisher bracket	\$21.00
Clear left and right spotlight	\$221.24
Exempt license plates	\$0.00
Push bumper wrap	\$285.00
Push bumper	\$209.00
External jumper plug	\$31.98
Map light	\$20.00
Radar hookups	\$175.00
Siren snow screen (if applicable)	\$23.00
Rear deck light package (slick top only)	\$0.00
MDC Display Mount System	\$221.80
Public Address Made Brackets	\$936.50
CB radio (K9 only)	\$0.00
Video recording system (If applicable)	\$3,000.00

Mobile Video Audio Recording System Items	\$330.90
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TOTAL	\$33,978.32
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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
Office Supplies for CVS	1	EA	\$4,834.00	\$4,834.00	\$4,109.00	\$725.00	\$0.00
Office supplies for SafetyNet	1	EA	\$24,706.00	\$24,706.00	\$21,000.00	\$3,706.00	\$0.00
Division Printers	35	EA	\$411.77	\$14,411.95	\$12,250.00	\$2,162.00	\$0.00
Total Supplies for FFY 2015				\$0.00	\$0.00	\$0.00	\$468,912.00
Sub-Total Supplies				\$43,951.95	\$37,359.00	\$6,593.00	\$468,912.00

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

Office supplies, CVS and Divisions - Office supplies are necessary for conducting and processing MCSAP related activities. Printers are necessary for the MRE officers to provide a copy of a completed inspection to drivers/carriers.

Office supplies, SafetyNet Unit - Office supplies (i.e., toner, paper, pencils, pens) are necessary for the SafetyNet Unit to conduct and process MCSAP related reports. The two computer servers will replace old servers.

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
MISTER Consultants	\$588,235.00	\$500,000.00	\$88,235.00	\$0.00
Iteris InSPECT Software	\$68,471.00	\$58,200.00	\$10,271.00	\$0.00
Total Contractual for FFY 2015	\$0.00	\$0.00	\$0.00	\$422,481.00
Sub-Total Contractual	\$656,706.00	\$558,200.00	\$98,506.00	\$422,481.00

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

The Iteris inSPECT product is a compliant software solution which is fully integrated with roadside commercial vehicle inspection and electronic screening software. In addition to supporting standard state and federal data exchange processes, Iteris inSPECT also developed several custom processes specific to CMV enforcement activities which cannot be purchased or found with competing products. Iteris inSPECT will allow programs already utilized by the CHP to provide a complete and accurate snapshot and will improve inspection data quality. This purchase has been previously approved by the FMCSA and is included over five grant cycles. The chart below indicates the FMCSA's share for each year for upgrade, maintenance and support. The 2017 funding will be the fourth grant cycle.

Description	Costs Breakdown
inSPECT - Statewide License (Up to 1500 users)	\$ 52,050.00
Training/Onsite training for inSPECT	\$ 18,311.40
MISTER - Requirements and Design	\$ 18,217.50
MISTER - Development and Implementation	\$ 61,038.00
Total for Year 1 =	\$ 149,616.90
inSPECT - Upgrade, Maintenance, and Support	\$ 39,166.00
MISTER - Upgrade, Maintenance, and Support	\$ 16,277.00
Total for Year 2 =	\$ 55,443.00
inSPECT - Upgrade, Maintenance, and Support	\$ 40,183.00
MISTER - Upgrade, Maintenance, and Support	\$ 16,684.00
Total for Year 3 =	\$ 56,867.00
inSPECT- Upgrade, Maintenance, and Support	\$ 41,099.00

MISTER - Upgrade, Maintenance, and Support	\$ 17,101.00
Total for Year 4 =	\$ 58,200.00
inSPECT - Upgrade, Maintenance, and Support	\$ 42,218.00
MISTER - Upgrade, Maintenance, and Support	\$ 17,528.00
Total for Year 5 =	\$ 59,746.00

As a result of statutory change directly affecting the BIT program, including but not limited to: implementing a motor carrier performance based inspection selection system, a new MISTER system is necessary. The current MISTER system will not accommodate the integration of carrier performance data, interconnectivity with the FMCSA; motor carrier performance data records; and due to the antiquated platform on which it is currently based, cannot be configured to do so.

In 2016, the consultants created and implemented a data exchange process which included the monthly download and assimilation of the MCMIS, the CSA/Safety Measurement System data, and federal motor carrier census information. This data exchange directly supports and facilitates the matching of data contained in the CHP and FMCSA systems.

The use of two full-time consultants is necessary to continue to assist the Department in analyzing current data contained in MISTER to develop motor carrier performance data collection and assimilation, and continue the creation of the new CIRES program. The approximate cost of a Programmer Analyst for 12 months is 270,120 and the approximate cost for a Software Developer for 12 months is 318,115.

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	\$1,206,574.00	\$1,025,588.00	\$180,986.00	\$29,294,037.00

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 Expenditures
CVSA Decals	580672	ea	\$0.35	\$203,235.20	\$172,750.00	\$30,485.00	\$0.00
Portable Scale Maintenance costs	1	ea	\$5,882.00	\$5,882.00	\$5,000.00	\$882.00	\$0.00
AASHTO registration	1	ea	\$941.00	\$941.00	\$800.00	\$141.00	\$0.00
Cooperative Hazardous Materials Development Program Conference registration	3	ea	\$588.25	\$1,764.75	\$1,500.00	\$265.00	\$0.00
CVSA 2017 Annual Conference and Exhibition Registration	4	ea	\$588.25	\$2,353.00	\$2,000.00	\$353.00	\$0.00
WASHTO Registration	1	ea	\$824.00	\$824.00	\$700.00	\$124.00	\$0.00
Wireless network connection recurring costs	276	ea	\$536.61	\$148,104.36	\$125,889.00	\$22,215.00	\$0.00
Title 49	875	ea	\$55.00	\$48,125.00	\$40,906.00	\$7,219.00	\$0.00
Training materials/other equipment	800	ea	\$50.00	\$40,000.00	\$34,000.00	\$6,000.00	\$0.00
Vehicle maintenance costs CVS support vehicle	29529	ea	\$0.76	\$22,442.04	\$19,076.00	\$3,366.00	\$0.00
Vehicle maintenance costs CIEP vans	37647	ea	\$0.76	\$28,611.72	\$24,320.00	\$4,292.00	\$0.00
Vehicle maintenance costs MRE trucks	303743	ea	\$0.76	\$230,844.68	\$196,218.00	\$34,627.00	\$0.00
CVSA annual dues	1	ea	\$17,059.00	\$17,059.00	\$14,500.00	\$2,559.00	\$0.00
CVSA 2017 IT Users Workshp registration fees	12	EA	\$490.00	\$5,880.00	\$4,998.00	\$882.00	\$0.00
Total Other Expenses for FFY 2015				\$0.00	\$0.00	\$0.00	\$3,546,174.00
Sub-Total Other Costs				\$756,066.75	\$642,657.00	\$113,410.00	\$3,546,174.00

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

The calculation for the CVSA decals includes the California sales tax rate of 8.50% and shipping costs.

The wireless network connection recurring costs: The modems will be used to assist motor carrier specialists in the expeditious completion of their duties and to safely access and transmit real-time data, including but not limited to; utilizing departmentally issued laptop computers to transmit completed terminal and carrier inspection findings to federal databases through secure web servers via internet connections. The use of these devices will assist the CHP in meeting the requirements relative to the BIT Program and performance measures of the MCSAP. Cost is calculated at 276 air cards multiplied by \$38.01 equals \$10,490.76 per month multiplied by 12 equals \$125,889.12.

The MRE, CVS, and CIEP vehicle mileage is based on the prior grant year and multiplied by .76¢ per mile. Vehicle mileage is utilized for MCSAP related duties. The vehicle maintenance cost of .76¢ includes gas, oil, parts, batteries, tires and tubes, car washing, maintenance, and repair.

The Indirect Cost calculation is: Fringe benefits applicable to staff dedicated 100% to direct federal activities. Direct salaries, plus direct fringe benefit costs multiplied by the indirect cost rate equals total labor cost claim. Fringe benefits for staff not dedicated 100% to federal activities are allocated using fringe benefit rates. Direct salaries multiplied by the fringe benefit rates multiplied by the indirect cost rate equals total labor cost claim. The costs are required to fund the designated MCSAP, CHP personnel and the CHP personnel performing MCSAP grant funded activities.

Portable Scale Maintenance costs: Portable scales were previously purchased with MCSAP funding. Repair and replacement currently is not part of the project plans for the Federal Highway Administration grants. The costs are required to keep the scales operational.

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	\$18,102,064.00	\$3,194,482.00	\$21,296,546.00

Allowable amount for Overtime (15% of total award amount without justification): \$3,194,482.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$1,070,657.00

- **Your overtime costs have exceeded the 15% limit. If you have not already included a justification to exceed the limit, a justification must be included in the Personnel section of the affected Spending Plan(s).**

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$3,799,782.00	\$670,549.00	\$4,470,331.00	\$11,739,635.00
Sergeant	\$137,302.00	\$24,230.00	\$161,532.00	\$0.00
Officers	\$1,580,368.00	\$278,888.00	\$1,859,256.00	\$0.00
Staff Programmer Analyst	\$85,592.00	\$15,104.00	\$100,696.00	\$0.00
Associate Accounting Analyst	\$76,205.00	\$13,448.00	\$89,653.00	\$0.00
Senior Accounting Officer	\$72,551.00	\$12,803.00	\$85,354.00	\$0.00
Associate Governmental Program Analyst	\$195,766.00	\$34,547.00	\$230,313.00	\$0.00
Supervising Program Technician II	\$51,509.00	\$9,090.00	\$60,599.00	\$0.00
Program Technician II	\$261,198.00	\$46,094.00	\$307,292.00	\$0.00
Total Personnel for FFY 2015	\$0.00	\$0.00	\$0.00	\$113,080,531.00
Subtotal for Personnel	\$6,260,273.00	\$1,104,753.00	\$7,365,026.00	\$124,820,166.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Sergeant	\$93,798.00	\$16,552.00	\$110,350.00	\$0.00
Officers	\$1,079,612.00	\$190,520.00	\$1,270,132.00	\$0.00
Staff Programmer Analyst	\$50,592.00	\$8,928.00	\$59,520.00	\$0.00
Associate Accounting Analyst	\$45,044.00	\$7,949.00	\$52,993.00	\$0.00
Senior Accounting Officer	\$42,884.00	\$7,568.00	\$50,452.00	\$0.00
Associate Governmental Program Analyst	\$115,716.00	\$20,420.00	\$136,136.00	\$0.00
Supervising Program Technician II	\$30,446.00	\$5,373.00	\$35,819.00	\$0.00
Program Technician II	\$154,391.00	\$27,246.00	\$181,637.00	\$0.00
Sergeant Overtime	\$15,275.00	\$2,696.00	\$17,971.00	\$0.00
Officer Overtime	\$30,240.00	\$5,336.00	\$35,576.00	\$0.00
CVIS Overtime	\$15,395.00	\$2,717.00	\$18,112.00	\$0.00
Staff Programmer Analyst Overtime	\$451.00	\$80.00	\$531.00	\$0.00
Associate Information Systems Analyst Overtime	\$413.00	\$73.00	\$486.00	\$0.00
Supervising Program Technician II Overtime	\$3,534.00	\$624.00	\$4,158.00	\$0.00
Program Technician II Overtime	\$3,150.00	\$556.00	\$3,706.00	\$0.00
MCS I Overtime	\$21,541.00	\$3,801.00	\$25,342.00	\$0.00
Associate Governmental Program Analyst Overtime	\$6,069.00	\$1,071.00	\$7,140.00	\$0.00
Total Fringe Benefits for FFY 2015	\$0.00	\$0.00	\$0.00	\$69,595,356.00
Subtotal for Fringe Benefits	\$1,708,551.00	\$301,510.00	\$2,010,061.00	\$69,595,356.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Miscellaneous MCSAP - Related Travel	\$12,000.00	\$2,118.00	\$14,118.00	\$0.00
WASHTO Annual Meeting	\$3,000.00	\$529.00	\$3,529.00	\$0.00
CIRES	\$4,500.00	\$794.00	\$5,294.00	\$0.00
AASHTO	\$4,000.00	\$706.00	\$4,706.00	\$0.00
In-State, Instructors Department & Allied Classes	\$21,120.00	\$3,727.00	\$24,847.00	\$0.00
In-State, Strike Force Travel	\$12,000.00	\$2,118.00	\$14,118.00	\$0.00
In-State, CIEP Travel	\$30,000.00	\$5,294.00	\$35,294.00	\$0.00
In-State, Data Quality Improvements	\$8,730.00	\$1,541.00	\$10,271.00	\$0.00
In-State, Commercial Training Meeting	\$11,240.00	\$1,984.00	\$13,224.00	\$0.00
In-State, Instructor Training/Meeting	\$7,040.00	\$1,242.00	\$8,282.00	\$0.00
In-State, Commercial Refresher Train-the-Trainer	\$17,600.00	\$3,106.00	\$20,706.00	\$0.00
In-State, Motorcoach Training	\$50,400.00	\$8,894.00	\$59,294.00	\$0.00
In-State, Level VI Training	\$22,000.00	\$3,882.00	\$25,882.00	\$0.00
In-State, OBPI Training	\$20,240.00	\$3,572.00	\$23,812.00	\$0.00
In-State, CT/RAM Training	\$70,560.00	\$12,452.00	\$83,012.00	\$0.00
In-State, General HM Training	\$41,066.00	\$7,247.00	\$48,313.00	\$0.00
In-State, Level 1 Training	\$336,600.00	\$59,400.00	\$396,000.00	\$0.00
Miscellaneous MCSAP Travel - Program Oversight	\$19,080.00	\$3,367.00	\$22,447.00	\$0.00
WASHTO Committee on Highway Transport Meeting	\$6,000.00	\$1,059.00	\$7,059.00	\$0.00
SafetyNet/IT Training Meeting	\$25,110.00	\$4,431.00	\$29,541.00	\$0.00
CVSA meetings - HM Committee	\$9,500.00	\$1,676.00	\$11,176.00	\$0.00
NAIC Challenge	\$3,000.00	\$529.00	\$3,529.00	\$0.00
MCSAP Planning Meeting and Grants Management Training	\$4,000.00	\$706.00	\$4,706.00	\$0.00
CVSA Executive Committee Meeting	\$9,000.00	\$1,588.00	\$10,588.00	\$0.00
CSA Phase III	\$20,920.00	\$3,692.00	\$24,612.00	\$0.00
ELD	\$20,920.00	\$3,692.00	\$24,612.00	\$0.00
Total Travel for FFY 2015	\$0.00	\$0.00	\$0.00	\$536,571.00
Subtotal for Program Travel	\$789,626.00	\$139,346.00	\$928,972.00	\$536,571.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Replacement CIEP Van	\$32,000.00	\$5,647.00	\$37,647.00	\$0.00
Replacement MRE Vehicle	\$65,000.00	\$11,471.00	\$76,471.00	\$0.00
Subtotal for Equipment	\$97,000.00	\$17,118.00	\$114,118.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Office Supplies for CVS	\$4,109.00	\$725.00	\$4,834.00	\$0.00
Office supplies for SafetyNet	\$21,000.00	\$3,706.00	\$24,706.00	\$0.00
Division Printers	\$12,250.00	\$2,162.00	\$14,412.00	\$0.00
Total Supplies for FFY 2015	\$0.00	\$0.00	\$0.00	\$468,912.00
Subtotal for Supplies	\$37,359.00	\$6,593.00	\$43,952.00	\$468,912.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MISTER Consultants	\$500,000.00	\$88,235.00	\$588,235.00	\$0.00
Iteris InSPECT Software	\$58,200.00	\$10,271.00	\$68,471.00	\$0.00
Total Contractual for FFY 2015	\$0.00	\$0.00	\$0.00	\$422,481.00
Subtotal for Contractual	\$558,200.00	\$98,506.00	\$656,706.00	\$422,481.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVSA Decals	\$172,750.00	\$30,485.00	\$203,235.00	\$0.00
Portable Scale Maintenance costs	\$5,000.00	\$882.00	\$5,882.00	\$0.00
AASHTO registration	\$800.00	\$141.00	\$941.00	\$0.00
Cooperative Hazardous Materials Development Program Conference registration	\$1,500.00	\$265.00	\$1,765.00	\$0.00
CVSA 2017 Annual Conference and Exhibition Registration	\$2,000.00	\$353.00	\$2,353.00	\$0.00
WASHTO Registration	\$700.00	\$124.00	\$824.00	\$0.00
Wireless network connection recurring costs	\$125,889.00	\$22,215.00	\$148,104.00	\$0.00
Title 49	\$40,906.00	\$7,219.00	\$48,125.00	\$0.00
Training materials/other equipment	\$34,000.00	\$6,000.00	\$40,000.00	\$0.00
Vehicle maintenance costs CVS support vehicle	\$19,076.00	\$3,366.00	\$22,442.00	\$0.00
Vehicle maintenance costs CIEP vans	\$24,320.00	\$4,292.00	\$28,612.00	\$0.00
Vehicle maintenance costs MRE trucks	\$196,218.00	\$34,627.00	\$230,845.00	\$0.00
CVSA annual dues	\$14,500.00	\$2,559.00	\$17,059.00	\$0.00
CVSA 2017 IT Users Workshp registration fees	\$4,998.00	\$882.00	\$5,880.00	\$0.00
Total Other Expenses for FFY 2015	\$0.00	\$0.00	\$0.00	\$3,546,174.00
Subtotal for Other Expenses including Training & Conferences	\$642,657.00	\$113,410.00	\$756,067.00	\$3,546,174.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$10,093,666.00	\$1,781,236.00	\$11,874,902.00	\$199,389,660.00
Indirect Cost	\$1,025,588.00	\$180,986.00	\$1,206,574.00	\$29,294,037.00
Total Costs Budgeted	\$11,119,254.00	\$1,962,222.00	\$13,081,476.00	\$228,683,697.00

Spending Plan (Sub-Grantee: CALIFORNIA DEPARTMENT OF MOTOR VEHICLES)**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): \$3,194,482.00

- Your overtime costs have exceeded the 15% limit. If you have not already included a justification to exceed the limit, a justification must be included in the Personnel section of the affected Spending Plan(s).

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
Sub-Total Salary					\$0.00	\$0.00	\$0.00	\$0.00
Overtime Information								
Overtime		100	2080		\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Overtime					\$0.00	\$0.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$0.00	\$0.00	\$0.00	\$0.00

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

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
Overtime			\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Fringe Benefits			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

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
Sub-Total Travel			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

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
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

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
Sub-Total Supplies				\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

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
Contractual - Performance Registration Information Systems Management (PRISM)	\$235,294.00	\$200,000.00	\$35,294.00	\$0.00
Sub-Total Contractual	\$235,294.00	\$200,000.00	\$35,294.00	\$0.00

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

The DMV Registration Operations Division (ROD) is requesting resources of \$200,000 beginning in federal FY 2017 to support and enhance PRISM program activities. Funding resources will be utilized to cover contractual costs for the maintenance/support and modifications to DMV's apportioned vehicle International Registration Plan (IRP) database.

I. Problem Statement

Vehicle registration systems must be adequately maintained to evolve and comply with PRISM registration requirements 1-15. Regular database maintenance and modifications are vital for continued IRP registration processing and maintaining PRISM compliance. Timely and accurate data exchanges with federal systems are essential for registration and enforcement efforts. It allows for accurate record keeping and promotes commercial motor vehicle safety. Periodic modifications to DMV IRP programs are necessary to support changes with IT infrastructure and federally imposed changes. Currently, DMV's IRP database is not configured to support policy changes directed by federal agencies and balloted IRP changes impacting PRISM processes and system modifications are needed.

II. Project Goal(s) and Objectives

To maintain alignment with the intent of the PRISM program, DMV continues to identify motor carriers and hold them responsible for the safety of their operations from a registration perspective. Carrier performance is improved through a comprehensive system of identifications, data gathering, safety monitoring and treatment. The main goal of DMV's project is to cover IRP database maintenance/support and modification costs in keeping with PRISM program activities. The requested resources will further support and enrich DMV's existing PRISM program by aligning program administration with the goal to promote CMV safety. Lastly, this request is in alignment with DMV's service goal to improve roadway safety through internal programs and partnerships by enhancing the quality; completeness; timeliness; uniformity of safety data; and the sharing among federal, state, and local agencies and stakeholders.

III. Work Plan

Project Goal Statement: This project will address DMV operational costs to support continued IRP registration processing, federal data exchanges, and enhanced PRISM program activities. An adequately maintained IRP database is vital to support PRISM program requirements and will promote a more efficient CSA program to support and enrich DMV's PRISM program by better aligning program administration with FMCSA's goal of promoting CMV safety.

Database Maintenance and Support

The intent of the PRISM program is to link federal motor carrier safety information systems with state commercial vehicle registration and licensing systems. Requested resources will address maintenance costs for DMVs IRP vehicle registration database, specifically for the PRISM component. This is in alignment with existing national PRISM program priorities and would support DMVs PRISM program activities and ensure sufficient support services are provided for its information system. Maintenance services include:

- Ensure daily registration processing and support corresponding data exchanges to/from FMCSA
- Database management
- Data correction assistance
- Monitor DMV's infrastructure connectivity
- Assist DMV with quarterly PRISM baseline reporting
- Help desk support
- Troubleshooting support

Database Modifications

Currently, DMV's IRP database is not configured to comply with policy changes mandated at the federal level and by the IRP Board of Directors. Requested resources will address contractual costs for IRP database modifications to support and enhance PRISM activities. Changes would improve data quality and consistencies related to registration, fees, and safety data shared among jurisdictions; as well as, enhance services for IRP customers. IRP database changes may include:

- Interfaces and data exchanges with federal systems (PRISM/SAFER/Commercial Vehicle Information Exchange Window)
- Digital credentialing for IRP customers and law enforcement
- Enhanced IRP service channels; online services which may include online payments or registration
- Maintaining Clearinghouse compliance

Estimated Award Date: October 1, 2016

Activity/Milestone	Timeframe	Estimated Start	Estimated Completion	Estimated Outcome
Contractual Services- Database Maintenance & Modifications	Award + 23 months	October 2016	September 2018	Contractual services will support: -continued IRP registration processing -federal data exchanges (PRISM/SAFER/CVIEW) -enhanced PRISM program activities

IV. Evaluation or Monitoring Plan

Proposed Strategy	Project Activity Measure	Data Source	Communicating Results	Responsible Party /Agency
Database Maintenance & Modifications	PRISM Component	Best Practices Contractor	To: DMV/ Contractor How: Status Meetings, Monthly Status Reports	ROD- Registration Policy & Development via Contractor

V. Organizational Capacity

California has a population of approximately 38 million people. The DMV's mission is to serve the public by providing quality licensing and motor vehicle-related services. The department employs approximately 8,600 people to support its main function of licensing drivers and registering vehicles. On an annual basis, the DMV registers approximately 34 million vehicles and licenses approximately 24 million drivers.

Other major functions performed by the DMV include:

- Recording ownership (certificate of title) of the vehicles DMV registers

- Maintaining driving records (accidents and convictions) of licensed drivers
- Issuing identification cards for individuals
- Registering and recording ownership of vessels
- Licensing and regulating driving and traffic violator schools and their instructors
- Licensing and regulating vehicle manufacturers, transporters, dealers, distributors, vehicle salespeople, and dismantlers
- Administering the Financial Responsibility Law
- Investigating consumer complaints
- Maintaining records in accordance with the law

The department collects and tracks nearly \$7 billion in revenue each year. These funds are then distributed to:

- Local governments and environmental agencies
- State agencies and departments including CHP, California Department of Transportation, and DMV
- California's General Fund

The IRP is a registration reciprocity agreement currently comprised of 59 jurisdictions in the United States and Canada. California has participated in this agreement since 1985. IRP allows commercial motor carriers to pay apportioned registration fees based on the total distance operated in two or more IRP jurisdictions. The base jurisdiction calculates and collects the license fees that are due to all jurisdictions where the registrant will travel and issues operating indicia (plates, validation stickers, and registration cards) valid in those IRP jurisdictions.

The California IRP program is one of many programs administered by the department. Currently, the IRP program supports the registration related activity of approximately 22,000 California based carriers.

The IRP database maintenance and support coincides with DMV's strategic goals of aligning DMV products, services, and resources with current and evolving customer needs by ensuring the department's database is technically compliant with PRISM Program requirements related to vehicle registration.

This project aligns with DMV's Strategic Business Plan by relying on internal programs to improve the quality, completeness, timeliness, and uniformity of safety data and partnerships with other safety-related government agencies and stakeholders to help make California roadways safe.

Previous Projects

- i. IRP System Replacement Project - DMV replaced its IRP system as the previous processing system was antiquated and in need of replacement. The state was unable to achieve key requirements of the program and was losing revenue due to system inefficiencies and limitations. To accommodate the department's needs, a Commercial-Off-The Shelf software package was purchased and customized for California-specific requirements, and interfaces to accounting and mainframe vehicle databases were created. In August 2008, the \$3 million project was successfully deployed.
- ii. PRISM Implementation Project - DMV was the lead agency in a collaborative effort with the CHP. The PRISM program originated as a pilot project mandated by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. The goal was to explore the benefits of using state commercial vehicle registration sanctions as an incentive to improve motor carrier safety. Congress authorized funding through the Transportation Equity Act for the 21st Century (TEA-21) to expand PRISM nationally. The IRP commercial vehicle registration process of the states provides the framework for the PRISM program. It establishes a system of accountability by ensuring that no vehicle is plated without first identifying the motor carrier responsible for the safety of the vehicle during the registration year. Through PRISM, information system connections between participating IRP vehicle registration agencies and the FMCSA provide the ability to check the safety status of motor carriers prior to issuing or renewing IRP registration. In July 2009, the \$1.25 million project (PZ-CA-04-01) was successfully deployed in California. This project aligned DMV with the requirements of Assembly Bill 2736 (Ch. 169; Stats. of 2006), as well as federal requirements (TEA-21) for apportioned vehicles. Under the PRISM program, the fundamental responsibilities of DMV include:
 - Suspending a motor carrier's IRP registration in conjunction with an FMCSA order to cease interstate operation; and/or
 - Denying renewal of IRP registration to any motor carrier that is prohibited from operating in interstate commerce by the FMCSA.
- i. Eliminate the Registrant Only Designation - The FMCSA issued, through the federal register, Vol. 76.54288, a requirement for all IRP jurisdictions to eliminate the use of USDOT numbers with a 'Registrant Only' designation such as non-shipper/non-carrier on their database systems effective September 1, 2012. Compliance required several database, system, and form changes to make IRP Account and Fleet-level entities have USDOT assignments optionally, as well as to review and revise current California registrants. In November 2012, the \$164,000 project (FM-PZG-0016-12-01-00) was successfully implemented.
- ii. Unified Registration System (URS) and PRISM procedural changes - As a result of Federal rulemaking effective October 23, 2015, the FMCSA requires registrants to submit required federal registration and biennial update information to the agency via a new electronic on-line URS. Biennial updates were already required of all interstate motor carriers, intermodal equipment providers, and HM safety permit applicants. On and after October 23, 2015, brokers, freight forwarders, and cargo tank facilities, under FMCSA jurisdiction, will also be subject to federal reporting requirements.

- v. Other modifications included changes to PRISM implementation techniques. The amendment required modifications to the IRP system and procedural changes that URS imposed on DMV's issuance of credentials under the IRP. Changes included eliminating the PRISM requirement to verify information that is currently submitted via FMCSA MCSA-1 forms. The current requirements involve both date validation (to ensure that the last date the carrier updated the MCSA-1 was within 24 months of the expiration date of the fleet) and certain qualifying attributes for USDOT entities. The DMV's vendor made several modifications to the core system and procedural flow, including changes to correspondence and reports. The \$100,000 project (FM-PZG-0038-14-01-00) was deployed successfully in June 2015.
- i. Data analytics and database maintenance - To support and enhance PRISM program activities, funding resources will be utilized to improve motor carrier screening protocols and extend database maintenance/support costs for the PRISM component of DMV's IRP system. The \$135,000 project (FM-PZG-0057-15-01-00) is underway.
- ii. Database maintenance and travel costs- To support and enhance PRISM program activities, funding resources will be utilized to extend database maintenance/support costs for the PRISM component of DMV's IRP system and cover travel costs to attend the PRISM workshop in Washington, D.C. anticipated for the spring of 2017. A \$28,700 grant request was submitted beginning federal FY 2016 and is currently under review with FMCSA.

Regular budget, accountability, and internal program controls will be utilized to ensure the appropriate use of the federal resources being requested. Program accountability and evaluation will include meetings, monthly budget and expenditure reviews, and monitoring. Staff will provide quarterly reports to FMCSA regarding program operations, as applicable.

The Project Manager is assigned, and a core team is organized, using DMV subject matter experts. Weekly project status meetings are held with management to stay informed of any issues that arise. In addition, administrative meetings/discussions are also held periodically with program staff to discuss updates on project progress, expenditures, and invoices. Further, the IRP system vendor is contractually required to provide, on a monthly basis, written status reports with the current status and future activities planned.

The DMV is contracted with Legatus Solutions Corporation (LSC) which is headquartered in Herndon, Virginia, and provides maintenance and support services including software modifications. The LSC provides professional services in the areas of IT modernization related to transportation related motor vehicle services. They deliver enterprise IT and network services; data, information, and knowledge management services; business system solutions; and logistics and material readiness. The specific software designed and successfully installed at DMV is Legatus Solutions' MCARRIER™ software toolkit. The major system functions include support for the IRP and corollary functions of PRISM and SAFER. MCARRIER™ includes support for credential inventories of various items, cab card and license presentation, interfaces, and worklist/workflow roles according to DMV specific business rules. Interfaces were also developed to interact with existing vehicle registration, accounting, and federal systems.

In addition to the contract vendor staff, other DMV project staff includes:

- Andrew Conway, Authorized Designated Official (Authorized signer) - Authorized to sign agreements
- Angela Marbray, Acting Program Director (Program Manager) - Provides daily oversight
- Mike Miller, Financial Officer (Grants Manager) - Administers grant program finances
- Suk Boyd (Grant Administrator) - Provides daily grant program support

VI. Issue Mitigation

The DMV has contractual mechanisms in place to ensure problems that may arise are mitigated successfully; namely monthly reporting, payment stipulations, and service/support. First, the vendor maintaining the IRP system is contractually required to provide monthly status reports which outlines work completed, work planned next, significant issues encountered, and any solutions implemented or proposed. All proposed tasks need DMV approval prior to the vendor beginning any work through the Deliverable Expectation Document process. Upon conclusion, contract work is submitted for DMV review and approval or rejection through the use of the Deliverable Acceptance Document. The DMV has sole determination as to whether a deliverable has been successfully completed and is acceptable. Signed acceptance is required from the DMV's Contract Manager before processing an invoice for payment. Further, DMV is not obligated to pay for any services provided during a period for which the contractor has not provided status reports or timesheets. Lastly, should issues arise after task implementation and payment is made, the department has a maintenance contract it can utilize which includes 24/7 maintenance services/support for system related issues. The vendor has a proven track record of responding to identified system issues and constraints by responding quickly with solutions that allow for continued operational efficiency in the processing of California IRP vehicle registrations.

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				

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 Expenditures
Sub-Total Other Costs				\$0.00	\$0.00	\$0.00	\$0.00

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

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	\$18,102,064.00	\$3,194,482.00	\$21,296,546.00

Allowable amount for Overtime (15% of total award amount without justification): \$3,194,482.00
 Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$1,070,657.00

- **Your overtime costs have exceeded the 15% limit. If you have not already included a justification to exceed the limit, a justification must be included in the Personnel section of the affected Spending Plan(s).**

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Personnel	\$0.00	\$0.00	\$0.00	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Fringe Benefits	\$0.00	\$0.00	\$0.00	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Program Travel	\$0.00	\$0.00	\$0.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Supplies	\$0.00	\$0.00	\$0.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Contractual - Performance Registration Information Systems Management (PRISM)	\$200,000.00	\$35,294.00	\$235,294.00	\$0.00
Subtotal for Contractual	\$200,000.00	\$35,294.00	\$235,294.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Other Expenses including Training & Conferences	\$0.00	\$0.00	\$0.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$200,000.00	\$35,294.00	\$235,294.00	\$0.00
Total Costs Budgeted	\$200,000.00	\$35,294.00	\$235,294.00	\$0.00