

**FLORIDA**

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

**Date of Approval: Dec 16, 2016**

**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 Florida Highway Patrol (FHP) is one of the premier law enforcement agencies in the United States. Within FHP resides the Office of Commercial Vehicle Enforcement (OCVE). The OCVE is the Governor's designated lead agency responsible for commercial vehicle operations for our state. Along with the other members of FHP, our mission is to promote a safe and secure Florida through professional law enforcement and traffic safety awareness. Our values are Courtesy, Service, and Protection. These simple core values provide the foundation for our troopers to become the consummate public servant. To that end, the mission for the members of OCVE is as follows:

- Reduce the number and severity of commercial motor vehicle (CMV) related crashes.
- Protect the state's highway and bridge systems from accelerated damage.
- Remove dangerous motor carriers, drivers, and vehicles from our highways.

OCVE also has a well-established and diverse Local Agents Program. These agents function in the same capacity of a FHP/OCVE trooper. The agent members include Cape Coral Police Department, Collier County Sheriff's Office, Orange County Sheriff's Office, and Palm Beach County Sheriff's Office. These agents function as force multipliers in support of the FHP mission.

## 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 OCVE maintains a comprehensive CMV enforcement program with 256 positions primarily assigned to the MCSAP Basic & Incentive program. Of these, 232 are sworn law enforcement officers and 24 positions are comprised of civilian administrative, managerial, or support staff.

Our goals and objectives are accomplished through our aggressive enforcement and education programs. Our sworn members conduct driver/vehicle safety inspections; post crash inspections; weight, size and registration enforcement; traffic enforcement; compliance investigations; Security Contact Review (SCR) visits to Hazardous Material (HM) carriers as well as other designated "at risk" carriers; and public awareness education by use of the No Zone campaign, Share the Road Safely, and other informational outreach methods. Our members also conduct more traditional law enforcement functions to include traffic enforcement and drug interdiction.

231 sworn members are trained and certified to conduct Commercial Vehicle Safety Alliance (CVSA) Level I-VII inspections. Of these, 208 maintain Hazardous Materials certification, 112 hold Passenger Carrier (PC) certification, and 21 are trained to conduct Level VI radiological inspections. Additionally, there are 13 local law enforcement officers participating in the Local Agents Program who are certified to conduct CVSA Levels I-V and VII inspections.

OCVE has two troops with a total of 12 sub-district offices and access to over 20 fixed scale facilities, most of which are complete with inspection pits and comfort stations, strategically located throughout the state. These stations were designed to provide as much opportunity as possible for truck drivers to take driving breaks and to rest while traveling on Florida's highways and to provide a safe location for conducting CMV safety inspections. Troopers have been trained to conduct roadside inspections in areas where their safety will not be in jeopardy by instructing drivers to proceed to a location that provides a better level of safety.

### 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:**

<b>4 - Basic &amp; Incentive Minimum Requirements - Federal Registration &amp; Financial Responsibility Activities</b>
--

**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:**

## 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:** Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2015	09/30/2016	100	238	100
10/01/2014	09/30/2015	249	226	249
10/01/2013	09/30/2014	256	3382	6837
10/01/2012	09/30/2013	235	3454	5915
10/01/2011	09/30/2012	238	3783	3107

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

Source: A&I Online MCMIS data snapshot as of 5/27/2016. Note: Outcome for time period 10/1/2015 - 9/30/2016 lists partial year stats through 1/31/2016 as of 5/27/2016.

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

Goal/State Defined Measurements:

10/2014 - 09/2016: Number of fatalities

10/2011 - 09/2014: Number of fatal and non-fatal crashes

The increase in the total number of fatal and non-fatal crashes shown in the chart above may not reflect an increase in the number of actual crashes, but rather an increase in the number of crashes captured and reported through SafetyNet. Since 2007, our State Safety Data Quality ratings indicated we were underreporting non-fatal crashes. Data improvements during 2011-2014 led to a significant increase in our reported number of crashes. Beginning with FFY 14/15, we changed our goal within this section to reduce the number of fatalities since the use of overall crash figures from year to year is not an accurate comparison.

OCVE has recognized three primary challenges concerning the goals for reducing traffic crashes resulting in fatalities. These challenges include trends of contributory events in relation to specific high crash locations, congestion of transportation systems, and public education of commercial motor vehicle operations.

Although OCVE has a comprehensive commercial motor vehicle safety enforcement program, we have recognized that multiple studies show driver behavior as being a primary factor in commercial motor vehicle related crashes that lead to injuries and fatalities. Subsequently, OCVE has responded with increased traffic enforcement efforts that have focused on moving infractions, distracted driving, fatigued driving, and impaired driving through special operations such as High Crash Corridor, Operation Safe Driver, and other operations focusing on Level III inspections. One of the primary challenges has been to identify specific violations and locations that are contributing to crashes. OCVE has utilized a combination of historical knowledge, citizen complaints, and data driven programs such as the Signal 4 Analytics program to proactively concentrate enforcement efforts on the violations identified in relation to the specific high crash location (e.g., speeding and following too closely on the interstate).

OCVE has continued to observe increased congestion along arterial roadways where most enforcement is conducted. One of our primary considerations while conducting roadside enforcement is to ensure the safety of the motoring public, as many motorists have demonstrated they become distracted by police action on the roadside. Particularly in highly urbanized areas, OCVE has worked with the Department of Transportation to construct roadside pull-off areas along the interstate. Additionally, members have historically been instructed to transition traffic stops to safe locations to conduct roadside enforcement.

Many from the general public have misconceptions regarding the necessity and capabilities of commercial motor vehicle operations. While often seen as a nuisance on the roadway, commercial motor vehicles have continued to be essential for a strong economy. Drivers operating in proximity to property and passenger carriers have frequently demonstrated a disregard or lack of education for blind spots, stopping capabilities, and tracking capabilities of commercial motor vehicles. OCVE has actively sponsored and/or participated in public awareness programs such as No-Zone, Teens and Trucks, Operation Safe Driver, Brake Safety Awareness Week, and Roadcheck. Outreach sources including public speaking, media interviews, public service ads, billboards, dynamic message boards, and electronic social networking applications have been utilized during these campaigns to educate the public about the value of the transportation industry and citizen safety in relation to commercial motor vehicle operations.

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

### Instructions:

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

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

**Goal measurement as defined by your State:** Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2015	09/30/2016	6	22	6
10/01/2014	09/30/2015	32	1653	1853
10/01/2013	09/30/2014	20	1578	1841
10/01/2012	09/30/2013	33	1624	1796
10/01/2011	09/30/2012	15	1714	1677

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

Source: A&I Online MCMIS data snapshot as of 5/27/2016. Note: Outcome for time period 10/1/2015 - 9/30/2016 lists partial year stats through 1/31/2016 as of 5/27/2016.

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

Goal/State Defined Measurements:

10/2015 - 09/2016: Number of PC fatalities

10/2011 - 09/2015: Number of PC inspections

Our primary challenge to increasing inspections of vehicles designed to transport passengers in a motor carrier operation has been directly related to the availability of facilities in which to conduct the inspections pursuant to FMCSR 350.201(y). In the past, OCVE has maintained strong working relationships with destination points such as theme parks and port terminals. Although these relationships have remained strong, external impacts such as the need for increased parking and changes in business practices (e.g. suspension of Grad Nite) has adversely impacted our ability to conduct enforcement efforts, particularly large scale efforts, at these facilities. OCVE has continued to work with external stakeholders to utilize destination points where possible.

As a second measure, we also conduct random unscheduled inspections of passenger carrying commercial motor vehicles at their home facilities where the vehicle is ready for dispatch. OCVE members have also utilized internet resources to conduct unscheduled curbside inspections of passenger carriers. Lastly, our members have been trained to take roadside enforcement action on these operations when imminent or obvious safety hazards are observed.



### 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 Number of HM Inspections

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
10/01/2015	09/30/2016	5	7158	5673
10/01/2014	09/30/2015	6	7089	8406
10/01/2013	09/30/2014	8	6840	9057
10/01/2012	09/30/2013	7	6914	8133
10/01/2011	09/30/2012	9	7316	7679

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

Source: A&I Online MCMIS data snapshot as of 5/27/2016. Note: Outcome for time period 10/1/2015 - 9/30/2016 lists partial year stats through 5/27/2016.

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

State Defined Measurements:

10/2010 - 09/2015: Number of HM inspections

OCVE has demonstrated a steady effort in conducting inspections associated with hazardous materials enforcement. This has been accomplished by designating enforcement months with an emphasis on HM enforcement. In addition, our dedicated HM Team continues to provide special enforcement detail activities throughout the year.

**4 - Traffic Enforcement Trend Analysis: 2011 - 2015****Instructions:**

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

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. Insert the total number of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	5636	
10/01/2014	09/30/2015	10099	
10/01/2013	09/30/2014	10938	
10/01/2012	09/30/2013	8504	
10/01/2011	09/30/2012	12676	



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		
10/01/2015	09/30/2016		
10/01/2014	09/30/2015		
10/01/2013	09/30/2014		
10/01/2012	09/30/2013		
10/01/2011	09/30/2012		

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

Source: A&I Online MCMIS data snapshot as of 5/27/2016 (partial data shown for time period 10/1/2015 - 9/30/2016). The number of citations and warnings issued is not accessible, nor is the information for Non-CMV traffic enforcement stops. The department is in the process of moving to an all-inclusive computer aided dispatch system that will provide activity reports in greater detail.

## 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:**

FFY 2015/16: Conduct CMV safety awareness presentations to industry and community members and convey safety messages via billboards and/or posters.

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

12 Carrier Safety Talks; 2 State Trucking Association Meetings; 12 Local Educational Safety Events; 12 Teen Safety Events; Billboards/Posters to convey safety messages resulting in 5,000,000 Eyes on Impressions.

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

Results as of 5/31/2016: 12 Carrier Safety Talks: 75% complete; 2 State Trucking Association Meetings: 50% complete; 12 Local Educational Safety Events: 100% complete; 12 Teen Safety Events: 100% complete; Billboards/Posters to convey safety messages resulting in 5,000,000 Eyes on Impressions: 100% complete.

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

OCVE will continue to conduct carrier safety seminars with specific topics outlined for each event and allow carriers to register in advance. The locations of the events are rotated throughout each of our twelve sub-district offices. In addition to the formalized seminars, OCVE conducts local safety presentations to the industry and community, along with No Zone/Share The Road Safely events to high school students.

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

### Instructions:

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

#### Activity #1

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

FFY 2014/2015: Enforcement of Out of Service Orders

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

OCVE will identify a minimum of 85% of OOS carriers stopped during roadside inspections.

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

October 2015 - April 2016: 90% identified.

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

The State of Florida has adopted multiple parts of the Federal Motor Carrier Safety Regulations (FMCSRs) as required by 49 CFR 350.201. This adoption does not include Part 386, which includes Out-of-Service Order violation requirements. Due to the state not adopting Part 386, members are required to document Out-of-Service Order violations that would normally be documented under Part 386 as Part 392.2 violations. Additionally, due to the complexity of authority and registration requirements, some members have not properly coded the Out-of-Service Order violation. This is being addressed through our training efforts.

#### Activity #2

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

Requests for Data Reviews (RDRs)

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

Respond to 100% of new RDRs within 10 business days of the initial request and close at least 90% of the requests within 17 business days.

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

FFY 2015/2016 through 6/14/2016: Total RDRs: 1,045; Average length Open to Close status: 5.1 days; RDR responded to within 10 business days: 100%; RDR closed within 17 business days: 95%.

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

OCVE utilizes one data analyst to respond to RDRs. OCVE policy states that reviews requiring a response from the regional office where the inspection took place will be answered within five business days.

## 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 average number of statewide CMV related fatalities for federal fiscal years 2013 through 2015 is 247 per year as reported on A&I Online. The State has identified the top ten counties that alone averaged 52% of all CMV-related fatalities during the three-year period.

FFY 2013 – 2015 CMV Related Fatalities	
County	Average Fatalities/Year
Polk	18.3
Hillsborough	17.7
Broward	15.3
Miami-Dade	14.7
Duval	13.3
Orange	13.0
Brevard	11.3
Palm Beach	10.7
Volusia, Santa Rosa, Bay (tied)	10.0
Lee	9.3

#### **Enter Data Source Capture Date:**

05/27/2016

#### **Enter Data Source:**

A&I online MCMIS/FARS data snapshot.

#### **Enter Crash Reduction Goal**

To reduce CMV-related fatalities by 1% (baseline 247; goal < 246).

**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.**

By using patrol vehicles during normal and overtime hours, OCVE will concentrate enforcement efforts in high crash corridors within each sub-district. Throughout the course of the year, up to 178 troopers will be assigned to the high crash corridors for a minimum of 7,000 combined enforcement hours with 3,500 contacts and 3,500 inspections annually.

County	AREA
Polk	I-4: Hillsborough County Line (CL) to Osceola CL
Hillsborough	I-4: From I-275 to Polk/Hillsborough CL
Hillsborough	I-75: Manatee CL to Sumter/Marion CL
Broward	I-95: Miami-Dade CL to Palm Beach CL
Miami-Dade	SR 826: Pinecrest to Golden Glades Interchange
Duval	I-95: FL/GA State Line to St. Johns/Flagler CL
Duval	I-10: Baker CL to I-10/I-95 interchange
Duval	I-295: I-95 North to I-95 South
Duval	US-301: I-10 to Bradford/Alachua CL
Duval	US-17: FL/GA State Line to Clay/Putnam CL
Orange	Turnpike: Osceola CL to Lake CL
Brevard	I-95: Indian River CL to Volusia CL
Palm Beach	I-95: Broward CL to CR 708 in Martin County
Volusia (tie)	I-95: From I-4 to SR40
Santa Rosa (tie)	I-10: Escambia CL to Okaloosa CL
Bay (tie)	US-98: Walton CL to Gulf CL
Lee	I-75: Collier CL to Charlotte CL
Lee	I-75: Charlotte/Sarasota CL to Manatee CL

OCVE will conduct education and awareness activities to the industry and public pertaining to safety measures in and around CMVs. Please refer to the Public Education & Awareness goals within the Basic & Incentive Enforcement Activities section.

The optional State-Identified Objective describes our data collection goals, which assist the industry in obtaining accurate safety measures and helps OCVE management in finding carrier deficiencies to better focus enforcement efforts. In addition, data quality may show deficiencies during collection at roadside and may aid in identifying training needs for our troopers.

***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.***

Monthly review of Safetynet, A&I, and agency project activity reports to determine actual activity hours, number of contacts, number of violations, and type of violations captured. Supervisors will adjust work schedules to ensure satisfactory progress toward the goals of enforcement hours, contacts, and inspections. Analysts will review crash data monthly to determine if our enforcement efforts are effective. Supervisors will make necessary adjustments in enforcement locations within the designated corridors. A&I will be reviewed at the end of the grant period to determine if the CMV-related fatality reduction objective is being attained.

## 2 - State Safety Data Quality and Information Systems Objective

### Instructions:

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

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

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

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

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

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

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

A&I Online data snapshot as of 5/27/2016.



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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 6	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.**

Florida remains in the Green/Good category across all ratings. OCVE will continue to utilize data analysts to manually edit erroneous information contained in crash and inspection records.

**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.**

OCVE will continue to utilize contractual staff members (3 Data Analysts) to perform manual crash and inspection edits to maintain our SSDQ ratings, up to 4,200 hours annually.

**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.**

Monitor A&I SSDQ ratings on a monthly basis. Review staff time sheets to determine the number of work hours recorded and adjust staff hours as needed.

---

**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.***

The average number of statewide CMV Passenger Carrier related fatalities as reported in the Crash Statistics Module on A&I for FFY 2013 through 2015 is 28 per year (baseline).

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

In the 2017 grant period, OCVE will reduce the number of PC related fatalities by 1% (baseline 28; goal < 27).

***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.***

The State will conduct 1,700 PC inspections during the grant year. Currently, 112 troopers are certified to conduct PC inspections and may participate in periodic special enforcement operation details focusing on passenger carriers, including curbside motorcoach service areas, during both regular and overtime work hours, up to 3,400 combined enforcement hours annually. April, June, and July typically see more passenger carriers on Florida's roadways; therefore, we will designate one or more of these months as a Passenger Carrier focus month in an effort to increase inspection activity.

***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.***

Monthly review of Safetynet, A&I, and agency project activity reports to determine actual activity hours and number of PC inspections captured. Analysts will review crash data monthly to determine if our enforcement efforts are effective. Supervisors will adjust work schedules and locations to ensure satisfactory progress toward the goals. A&I will be reviewed at the end of the grant period to determine if the CMV PC-related fatality reduction objective is being attained.

Track the number of troopers trained to be certified to conduct Passenger Carrier inspections and use monthly inspection activity and Safetynet reports to determine if the trooper has completed the number of PC inspections required to obtain, or maintain, certification.

---

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

---

**Instructions:**

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

**Check this box if:**

As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (OOS) order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. If this box is checked, no additional narrative is necessary..

## 5 - Hazardous Materials Transportation Safety

### Instructions:

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

### Check this box if:

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

### ***Problem Statement Narrative: Describe problem identified by performance data.***

The average number of statewide CMV Hazardous Materials related fatalities as reported in the Crash Statistics Module on A&I for FFY 2013 through 2015 is 7 per year (baseline).

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

In the 2016 grant period, OCVE will reduce the number of HM related fatalities by 1% (baseline 7; goal < 6).

***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.***

Perform 7,200 HM inspections during the grant year. 1,800 of these inspections will be conducted on cargo tanks. Currently, 208 troopers are certified to conduct HM inspections and may participate in periodic statewide special enforcement operation details focusing on HM carriers, including the areas of port entry. At least one enforcement per quarter will focus on cargo tank safety and outreach to cargo tank carriers. These enforcements will occur during both regular and overtime work hours, up to 15,000 combined HM enforcement hours annually.

***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.***

Monthly review of Safetynet, A&I, agency project activity reports, and time sheets to determine actual activity hours and number and type of HM inspections conducted. Supervisors will adjust work schedules and locations to ensure satisfactory progress toward the inspection goal.

Track the number of troopers trained to be certified to conduct general HM inspections and use monthly inspection activity and Safetynet reports to determine if the trooper has completed the required number of inspections to maintain certification.

## 6 - State-Identified Objective (Optional)

### Instructions:

*Describe any other identified State-specific objectives.*

#### State Objective #1

**Enter the title of your State-Identified Objective.**

Requests For Data Reviews (RDRs).

**Problem Statement Narrative: Describe problem identified by performance data.**

Since FFY 2012, OCVE has seen a 28% increase in RDRs.

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

Our goal is to respond to 100% of new RDRs within 10 business days of the initial request and close at least 90% of the requests within 17 business days

**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).**

Utilize staff to respond to and close RDRs.

**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.**

Identify the number of RDRs opened and track the response and closing times using A&I DataQ summary reports. Review staff time sheets to determine the number of work hours recorded and adjust schedules as needed.

## 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.**

Improvement of overall CMV safety is expected by performing 100,000 driver/vehicle safety inspections during the grant year. Driver focus will continue with 35.4%, or 35,400, Level III inspections. Fixed inspection facilities are utilized to focus on Level I inspections due to safety concerns. Please refer to the B&I CMV Safety Objectives (Crash Reduction, PC Enforcement, HM Transportation Safety) for further details pertaining to our general roadside inspection goals.

#### 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:** FLORIDA DHSMV/FHP/OCVE

**Enter the total number of certified officers in the Lead agency:** 256



FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	23686	1872	442	26000	26.00%
Level 2	35010	2767	653	38430	38.43%
Level 3	32249	2549	602	35400	35.40%
Level 4	0	0	0	0	0.00%
Level 5	155	12	3	170	0.17%
Level 6	0	0	0	0	0.00%
<b>Sub-Total Lead Agency</b>	<b>91100</b>	<b>7200</b>	<b>1700</b>	<b>100000</b>	

***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	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Enter the number of non-funded agencies:	4
Enter the total number of non-funded certified officers:	13

**Summary**

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: FLORIDA DHSMV/FHP/OCVE					
# certified officers: 256					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 4					
# certified officers: 13					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	23686	1872	442	26000	26.00%
Level 2	35010	2767	653	38430	38.43%
Level 3	32249	2549	602	35400	35.40%
Level 4	0	0	0	0	0.00%
Level 5	155	12	3	170	0.17%
Level 6	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>91100</b>	<b>7200</b>	<b>1700</b>	<b>100000</b>	

## 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.*

In addition to our planned routine enforcement activities described in the Crash Reduction Goal, the OCVE will use regular and overtime hours to conduct high visibility traffic enforcement waves for a two week period during each quarter. During these waves, up to 197 troopers and 56 supervisors will focus specifically on the driver behavior of CMVs and passenger vehicles around CMVs. Members will take enforcement action for violations of distracted driving; moving traffic laws/infractions; safety belt use; driver qualification and status; driver impairment; driver fatigue; and record of duty status.

When feasible, the OCVE will coordinate enforcement activities with neighboring states for the purpose of conducting multi-state enforcement initiatives. Also, we will partner with our traditional FHP aircraft patrol to deploy fixed wing aircraft to enhance our patrols.

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	10000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1000
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4

**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 OCVE will track and record the number of enforcement hours, traffic stops conducted, and citations issued during each enforcement wave. Based on this information and any crash data available, the OCVE will make enforcement adjustments as necessary in an effort to achieve the enforcement objectives. For the purpose of identifying quarterly progress toward our objectives, the OCVE will conduct 2,750 traffic enforcement contacts per quarter as part of the high visibility enforcement and inspection waves.

### 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 OCVE has conducted 121 of 150 Carrier Investigations (CIs) during this fiscal year. The goal for FFY 2017 is to conduct 100 intrastate and 30 interstate CIs.

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

The OCVE's Carrier Investigation component (OCVE-CI) contributes to the primary mission of reducing the number and severity of commercial motor vehicle traffic crashes by providing education and enforcement to principals directly involved in the safety fitness of commercial motor vehicle operations. The CI component utilizes most recent metrics provided by the FMCSA Compass Portal, crash data, and similar factors to assign resources based on risk associated with commercial vehicle operations behavior. Due to the nature of operations involving commercial motor vehicles transporting passengers and vehicles transporting hazardous materials in cargo tanks, the OCVE-CI component prioritizes educational and enforcement efforts toward those operations. Data provided in the Behavior Analysis and Safety Improvement Categories (BASICS) organizes prioritization efforts and determines the appropriate level of intervention. The OCV-CI requires Level I or Level V inspections for passenger carrying operations pursuant to FMCSA policy MC-ECS-2014-001.

Compliance investigations are assigned to the 19 members of the OCVE-CI component. These members are also responsible for conducting new entrant safety audits under the New Entrant Safety Audit program; therefore, scheduling and work assignments occur during regular and overtime operations, and are adjusted with emerging priorities.

The OCVE-CI implemented a trainer instructor program in order to train internal CI members. Three members were originally identified to be instructors and completed the required instructor development. Two members currently maintain instructor certification for the department. All members in the OCVE-CI component maintain certification standards for CVSA Parts A and B, General Hazardous Materials, Cargo Tank, Compliance Investigation and New Entrant Safety Audit. Some members maintain the Passenger Vehicle Inspection certification, as needed by the department. The Department conducts in-service training routinely and will implement CSA Phase III training as it is offered.

#### **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).**

Monthly progress will be evaluated using the CIU database and MCMIS reports to compare actual CIs conducted.

Using training class rosters, track the number of troopers trained in each proficiency. Use quarterly inspection activity and Safetynet reports to determine if the trooper has completed the necessary inspections required for certification.

**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
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		85
Passenger		10
HM		5
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>100</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
<b>CSA Off-Site Investigations Sub-total</b>	<b>0</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	12	70
Passenger CSA On-Site Focused	0	5
HM CSA On-Site Focused	3	5
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>15</b>	<b>80</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	12	20
Passenger CSA On-Site Comprehensive	0	0
HM CSA On-Site Comprehensive	3	0
<b>CSA On-Site Comprehensive Sub-total</b>	<b>15</b>	<b>20</b>
<b>CSA Investigations (all Types) Total</b>	<b>30</b>	<b>100</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)	0	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
<b>HM-Related Review Types Total</b>	<b>0</b>	<b>0</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>30</b>	<b>200</b>

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



#### 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.:**

Public education and awareness activities are essential in advising the general public about sharing the road safely with CMVs. These activities raise the awareness of drivers of all ages and social groups of their responsibility in sharing the road. This includes MCSAP partners at all levels and requires on-going participation.

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	6
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input type="radio"/>	<input checked="" type="radio"/>	State-sponsored outreach events	0
<input type="radio"/>	<input checked="" type="radio"/>	Local educational safety events	0
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	12
<input checked="" type="radio"/>	<input type="radio"/>	Secure a combination of billboards/posters advertised statewide to convey CMV safety messages. Estimated number is in terms of exposure rate.	5000000

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

OCVE will conduct a minimum of the following:

- 6 Carrier Safety Seminars, open to all carriers
- 2 State Trucking Association meetings
- 12 Teen Safety Events

The number of troopers assigned to each event will depend upon the number of attendees. Most events do not require more than one trooper. In addition to outreach events, the OCVE will secure billboards/posters to convey

safety messages to the general public.

***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):***

Track the number of confirmed presentations using crowd estimates and attendee roster information on a monthly basis. Monitor the public exposure rate data of billboards/posters quarterly as a benchmark to determine if the exposure rate has been maintained.

<b>New Entrant</b>
--------------------

<b>1 - New Entrant Focus Area</b>
-----------------------------------

**Instructions:**

*The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.*

**Complete the following areas to describe your plan for this MCSAP focus area.**

**Goal:** Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.

**Objective: Processing and Completing Safety Audits within the Statutory Time Limits**

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

**Enter New Entrant Agency:**

Florida Highway Patrol / Office of Commercial Vehicle Enforcement

**Strategies:** Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

The goal of Florida's New Entrant Program is to reduce the number and severity of crashes involving commercial motor vehicles by reviewing interstate carriers to ensure that they have effective safety management programs. Florida proposes to conduct 2,000 Interstate New Entrant safety audits within the statutory time frames by utilizing 19 full-time Troopers and 3 part-time New Entrant Civilian Investigators supervised by 1 Lieutenant, 3 Sergeants, and 1 Captain. Administrative program efforts will be conducted by 1 full-time, non-sworn staff person.

**Activity Plan:** A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The OCVE plans to conduct 500 Safety Audits each quarter (2,000 total) within the required statutory time limits. Safety Audits that qualify will be processed through the Off-Site New Entrant initiative. Florida expects such participation will enhance the development of this project, which will provide another opportunity to improve efficiency within the New Entrant Safety Audit Program. Investigators will conduct On-Site Safety Audits for those who do not

qualify for Off-Site Audits. Safety Audits that require a further investigation will be reassigned as a Compliance Investigation.

Additionally, the OCVE will conduct a total of 6 Group Safety Audits in high New Entrant application areas such as Jacksonville, Orlando, Tampa, and Miami. Emphasis will be placed on program participants who have been in the system the longest in order to accomplish the objectives of completing 2,000 Safety Audits and 6 Group Safety Audits. OCVE implemented conducting Group Safety Audits to include weekends starting in January 2016 which has resulted in fewer no shows for the Group Safety Audits.

**Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.**

The OCVE's New Entrant supervising Sergeants will review all audit reports for quality, completeness, and accuracy throughout the month and will hold monthly unit meetings to monitor progress toward the goal of 500 Safety Audits completed each quarter. Group Safety Audits will be scheduled at the start of each quarter.

The supervising Sergeants will use FMCSA reports to monitor the timeline requirements in order to prevent overdue carriers from appearing in the inventory. In order to remediate the existing inventory of overdue Safety Audits, the Sergeants will follow-up with their assigned SA Investigators weekly to ensure that overdue Safety Audits are completed in a timely manner and prioritized according to the length of time they have been overdue.

Time Frame	Activity/Milestone	Location	Assigned To
Quarter 1	Quarterly Training Meeting with FMCSA	Orlando	All NE Staff
	Conduct 500 Safety Audits	Statewide	All NE Staff
	Conduct Group Safety Audits	TBD	NE Captain
Quarter 2	Quarterly Training Meeting with FMCSA	Orlando	All NE Staff
	Conduct 500 Safety Audits	Statewide	All NE Staff
	Conduct Group Safety Audits	TBD	NE Captain
Quarter 3	Quarterly Training Meeting with FMCSA	Orlando	All NE Staff
	Conduct 500 Safety Audits	Statewide	All NE Staff
	Conduct Group Safety Audits	TBD	NE Captain
Quarter 4	Quarterly Training Meeting with FMCSA	Orlando	All NE Staff
	Conduct 500 Safety Audits	Statewide	All NE Staff
	Conduct Group Safety Audits	TBD	NE Captain

**Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.**

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	420	0
# of Safety Audits (Offsite)	1580	0
<b>TOTAL Safety Audits</b>	<b>2000</b>	<b>0</b>
# of Non-Audit Resolutions	937	0

## 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): \$2,156,160.00

- 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
Supervisory Salary (Sworn)	54	100	2080	\$32.42	\$3,641,414.40	\$939,485.00	\$667,388.00	\$2,034,541.00
Trooper Salary	178	100	2080	\$21.94	\$8,123,065.60	\$2,095,748.00	\$1,488,772.00	\$4,538,545.00
Administrative Salary (Non-Sworn)	24	100	2080	\$13.70	\$683,904.00	\$0.00	\$0.00	\$683,904.00
Pay Additive - CVSA A&B Cert.	222	100	2080	\$0.94	\$434,054.40	\$432,900.00	\$0.00	\$0.00
<b>Sub-Total Salary</b>					<b>\$12,882,438.40</b>	<b>\$3,468,133.00</b>	<b>\$2,156,160.00</b>	<b>\$7,256,990.00</b>
Overtime Information								
Overtime	209	100	416	\$37.49	\$3,259,530.56	\$2,013,828.00	\$0.00	\$0.00
<b>Sub-Total Overtime</b>					<b>\$3,259,530.56</b>	<b>\$2,013,828.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL PERSONNEL</b>					<b>\$16,141,968.96</b>	<b>\$5,481,961.00</b>	<b>\$2,156,160.00</b>	<b>\$7,256,990.00</b>

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

232 sworn members and 24 non-sworn administrative members of OCVE are considered to work 100% of their time within the MCSAP Basic & Incentive Program.

Supervisor Salary: Supervisors oversee activities of projects. He/she spends 100% of their time implementing the projects, supervising staff, and conducting activities to meet the objectives of the projects. Activities include: supervising daily operation of projects and staff, providing or coordinating staff training/technical assistance, coordinating staff work schedule/assignments, tracking and following up on procedures to meet quality assurance, tracking policy to ensure compliance, and performing inspections. 54 members at an average rate of \$32.42 per hour.

Trooper Salary: A non-supervisory Trooper conducts roadside inspections to meet the objectives of the projects to fulfill MCSAP reporting requirements. 178 members at an average rate of \$21.94 per hour.

Administrative Staff Salary: These members oversee the administrative functions of each regional office and troop headquarters and spend 100% of their time in support of the MCSAP program. 24 members at an average rate of \$13.70 per hour.

Pay Additive for CVSA A&B Certification: This pay additive is eligible to Troopers, Sergeants, and Lieutenants who complete their certification to conduct North American Standard Level I Inspections. Eligibility coincides each calendar year with verification of the member's recertification. 222 members receive \$162.50 per month (hourly rate = \$0.9375).

Overtime: Allotted to 209 members (178 Troopers and 31 Sergeants), typically at 8 hours per week, at an average rate of \$37.49 per hour.

Please note: The State Method of Accounting is Accrual.

## 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
Supervisory Salary (Sworn)	61.91	\$3,641,414.00	\$2,254,399.41	\$594,584.00	\$0.00	\$1,659,815.00
Trooper Salary	61.91	\$8,123,066.00	\$5,028,990.16	\$1,326,367.00	\$0.00	\$3,702,623.00
Administrative Salary (Non-Sworn)	48.26	\$683,904.00	\$330,052.07	\$0.00	\$0.00	\$330,052.00
Pay Additive - CVSA A&B Cert.			\$0.00	\$0.00	\$0.00	\$0.00
<b>Sub-Total Fringe Benefits</b>			<b>\$7,613,441.64</b>	<b>\$1,920,951.00</b>	<b>\$0.00</b>	<b>\$5,692,490.00</b>

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

The estimated fringe benefit rates are identified below; however, actual costs will be included in reimbursement requests.

	Sworn	Non-Sworn
Social Security Tax FICA (OASDI)	6.20%	6.20%
Workers Comp	5.77%	2.60%
Medicare Tax (HI)	1.45%	1.45%
Unemployment Comp	0.13%	0.13%
Retirement Blended Rates	19.06%	6.95%
Annual Leave	0.47%	0.47%
Health	24.81%	26.42%
Holiday Leave	3.85%	3.85%
State Group Life	0.13%	0.15%
Avg. Used Sick Leave	0.04%	0.04%
<b>TOTAL</b>	<b>61.91%</b>	<b>48.26%</b>





**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
Travel	0	0	\$0.00	\$0.00	\$0.00	\$249,304.00
<b>Sub-Total Travel</b>			<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$249,304.00</b>

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

Travel costs will be applied to MOE.

Estimated costs are based on previous year expenditures. Travel expenses are consistent with State travel policies and may include lodging, meals, per diem, airfare, baggage fees, parking, public transportation, rental car, taxi, etc. Related travel includes special enforcement details; training to obtain or maintain law enforcement and CVSA certification; conference attendance related directly to enforcement activity training and standardization (e.g., CVSA, COHMED, DIAP, IACP, NAIC); and conference attendance related directly to FMCSA programs (MCSAP, PRISM, Data Quality, ITD).

#### 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: \$1,000

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicles	35	\$33,426.00	\$1,169,910.00	\$1,169,910.00	\$0.00	\$0.00
<b>Sub-Total Equipment</b>			<b>\$1,169,910.00</b>	<b>\$1,169,910.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

OCVE requests 35 new vehicles to conduct activities relating to our projects. These replacement vehicles have reached their useful life at 80,000 miles, or 8 years per the Florida Dept. of Management Services vehicle replacement policy. These vehicles will be used only for MCSAP eligible purposes and are needed to fulfill the activities proposed in this application. The cost for purchasing a vehicle is based on our current procurement contract ( $35 \times \$33,426 = \$1,169,910$ ).

## 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
Supplies	0	0	\$0.00	\$0.00	\$0.00	\$0.00	\$1,768,025.00
<b>Sub-Total Supplies</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,768,025.00</b>

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

Supply costs will be applied to MOE.

Estimated costs are based on previous year expenditures and may include office supplies; uniforms and related accessories; computers (less than \$1,000); printers and ink; reference materials; computer accessories; and wireless services.

**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.

<b>Contractual Cost Spending Plan Narrative</b>				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Public Service Announcements	\$100,000.00	\$100,000.00	\$0.00	\$316.00
<b>Sub-Total Contractual</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$316.00</b>

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

Public Service Announcements (PSAs): OCVE will secure a combination of toll booth posters/billboards advertised statewide to convey safety messages on any of the following topics: No Zone/Share the Road Safely campaigns; work zone safety; safety belt usage; fatigued driving; distracted driving – texting and cell phone ban on CMVs; aggressive driving. In addition, one or more of these topics will be highlighted in brochures which will be produced for distribution during outreach events.

The calculation for the estimated cost of the PSAs is based on expenditures in previous years. Anticipated production and posting of billboards/posters = \$98,075 (see chart below); printing of brochures = \$2,241. Amount exceeding \$100,000 will be applied toward MOE.

<b>BILLBOARDS/POSTER PANELS PRICING</b>				
DELIVERABLE	SIZE	DESCRIPTION & QUANTITY	UNIT COST	TOTAL COST
Production/Shipping	N/A	Poster Panels (65)	\$ 160.00	\$10,400.00
Production/Shipping	14' X 48'	Vinyl Bulletins (8)	\$1,050.00	\$ 8,400.00
Production/Shipping	12' X 40'	Vinyl Bulletins (10)	\$ 950.00	\$ 9,500.00
Production/Shipping	10'6" X 36'	Vinyl Bulletins (30)	\$ 850.00	\$25,500.00
<b>Production/Shipping Total</b>				<b>\$53,800.00</b>
Posting Fees	N/A	Poster Panels (65)	\$ 275.00	\$17,875.00
Posting Fees	N/A	Vinyl Bulletins (48)	\$ 550.00	\$26,400.00
<b>Posting Total</b>				<b>\$44,275.00</b>

	<b>TOTAL CAMPAIGN PRICE</b> <b>\$98,075.00</b>
--	--

**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	\$8,310,184.00	\$1,313,840.00	\$0.00	\$0.00

**Other Costs Spending Plan Narrative**

Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Fuel Costs	1	year	\$807,272.00	\$807,272.00	\$807,272.00	\$0.00	\$0.00
Other Costs	0	0	\$0.00	\$0.00	\$0.00	\$0.00	\$646,920.00
<b>Sub-Total Other Costs</b>				<b>\$807,272.00</b>	<b>\$807,272.00</b>	<b>\$0.00</b>	<b>\$646,920.00</b>

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

Fuel Costs: OCVE requests \$807,272 for fuel costs based on previous year expenditures.

Other Costs will be applied to MOE and are based on previous year expenditures. These expenses may include ITD O&M; administrative costs (utilities, phone lines, building maintenance); conference costs (registration fees, etc.); training tuition; speedometer, radar, and laser calibrations; and fleet cost (repairs).

**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.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$12,218,241.00	\$2,156,160.00	\$14,374,402.00

Allowable amount for Overtime (15% of total award amount without justification): \$2,156,160.00

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).**

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Supervisory Salary (Sworn)	\$939,485.00	\$667,388.00	\$1,606,873.00	\$2,034,541.00
Trooper Salary	\$2,095,748.00	\$1,488,772.00	\$3,584,520.00	\$4,538,545.00
Administrative Salary (Non-Sworn)	\$0.00	\$0.00	\$0.00	\$683,904.00
Overtime	\$2,013,828.00	\$0.00	\$2,013,828.00	\$0.00
Pay Additive - CVSA A&B Cert.	\$432,900.00	\$0.00	\$432,900.00	\$0.00
<b>Subtotal for Personnel</b>	<b>\$5,481,961.00</b>	<b>\$2,156,160.00</b>	<b>\$7,638,121.00</b>	<b>\$7,256,990.00</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Supervisory Salary (Sworn)	\$594,584.00	\$0.00	\$594,584.00	\$1,659,815.00
Trooper Salary	\$1,326,367.00	\$0.00	\$1,326,367.00	\$3,702,623.00
Administrative Salary (Non-Sworn)	\$0.00	\$0.00	\$0.00	\$330,052.00
Pay Additive - CVSA A&B Cert.	\$0.00	\$0.00	\$0.00	\$0.00
<b>Subtotal for Fringe Benefits</b>	<b>\$1,920,951.00</b>	<b>\$0.00</b>	<b>\$1,920,951.00</b>	<b>\$5,692,490.00</b>



Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Travel	\$0.00	\$0.00	\$0.00	\$249,304.00
<b>Subtotal for Program Travel</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$249,304.00</b>

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicles	\$1,169,910.00	\$0.00	\$1,169,910.00	\$0.00
<b>Subtotal for Equipment</b>	<b>\$1,169,910.00</b>	<b>\$0.00</b>	<b>\$1,169,910.00</b>	<b>\$0.00</b>

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Supplies	\$0.00	\$0.00	\$0.00	\$1,768,025.00
<b>Subtotal for Supplies</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,768,025.00</b>

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Public Service Announcements	\$100,000.00	\$0.00	\$100,000.00	\$316.00
<b>Subtotal for Contractual</b>	<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>	<b>\$316.00</b>

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Fuel Costs	\$807,272.00	\$0.00	\$807,272.00	\$0.00
Other Costs	\$0.00	\$0.00	\$0.00	\$646,920.00
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$807,272.00</b>	<b>\$0.00</b>	<b>\$807,272.00</b>	<b>\$646,920.00</b>

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Direct Costs</b>	<b>\$9,480,094.00</b>	<b>\$2,156,160.00</b>	<b>\$11,636,254.00</b>	<b>\$15,614,045.00</b>
Indirect Cost	\$1,313,840.00	\$0.00	\$1,313,840.00	\$0.00
<b>Total Costs Budgeted</b>	<b>\$10,793,934.00</b>	<b>\$2,156,160.00</b>	<b>\$12,950,094.00</b>	<b>\$15,614,045.00</b>

<b>Comprehensive Budget</b>
-----------------------------

*This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$12,218,241.00	\$2,156,160.00	\$14,374,402.00

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.
- 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).

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$6,283,574.00	\$2,156,160.00	\$8,439,734.00	\$7,605,063.00
Fringe Benefit Total	\$2,259,507.00	\$0.00	\$2,259,507.00	\$5,692,490.00
Program Travel Total	\$0.00	\$0.00	\$0.00	\$306,693.00
Equipment Total	\$1,169,910.00	\$0.00	\$1,169,910.00	\$0.00
Supplies Total	\$0.00	\$0.00	\$0.00	\$1,964,472.00
Contractual Total	\$100,000.00	\$0.00	\$100,000.00	\$316.00
Other Expenses Total	\$896,968.00	\$0.00	\$896,968.00	\$718,800.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$10,709,959.00	\$2,156,160.00	\$12,866,119.00	\$16,287,834.00
Indirect Costs	\$1,508,282.00	\$0.00	\$1,508,282.00	\$0.00
<b>Total Costs Budgeted</b>	<b>\$12,218,241</b>	<b>\$2,156,160</b>	<b>\$14,374,401</b>	<b>\$16,287,834</b>

**NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.**

- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.
- 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).

## **Certification of MCSAP Conformance (State Certification) – FY 2017**

I, **Gene S. Spaulding, Director of the Florida Highway Patrol**, on behalf of the State of **Florida**, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government, except as provided in the 2016 Annual Regulatory Compatibility Review.
2. The State has designated **the Department of Highway Safety and Motor Vehicles** as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and **the Florida Highway Patrol, Office of Commercial Vehicle Enforcement** to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State will ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.

13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is **Jim Boxold.**

14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.

18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

24. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 7/19/16

Signature [Signature]

**Additional Comments:**

*1. The 2016 Annual Regulatory Compatibility Review identifies the rules and regulations that the State has not adopted but will be providing to legislative staff for consideration prior to the 2017 Legislative Session.*

## 2016 Annual Regulatory Compatibility Review

- **49 CFR 350.201 (a). Florida State Statute 316.302(2)(f) is not compatible with 49 CFR 350.344. Florida State Statute 316.302(2)(f) exempts intrastate drivers of vehicles with a declared gross weight of less than 26,001 pounds transporting petroleum products, as defined in Florida State Statute 376.301, from 49 CFR 390, 391, 395 and most of 396. Currently, the exception applies to vehicles transporting petroleum products regardless of whether they are transportation a placard requiring quantity of hazardous materials.**

Action Plan: Florida was made aware that this law was not compatible with federal regulation in November 2013 when FMCSA returned the 2007 MCSAP Compatibility Review. This item will be provided to legislative staff for consideration prior to the 2017 Florida Legislative Session.

- **49 CFR 350.201 (a). Florida State Statute 316.302(2)(j) exempts intrastate drivers from the provisions of 49 CFR 391.41 (b)(3) and 391.41 (e) relating to the physical qualification standards for diabetes. The State's exception does not conform to the variances allowed in 49 CFR 350.341 (h) concerning intrastate driver physical qualification standards.**

Action Plan: Florida was made aware that this law was not compatible with federal regulation in November 2013 when FMCSA returned the 2007 MCSAP Compatibility Review. This item will be provided to legislative staff for consideration prior to the 2017 Florida Legislative Session.

- **49 CFR 350.201 (a). Florida State Statute 316.215(5) exempts trucks transporting solid waste and recyclable materials with front-end loading mechanisms and/or containers in the lowered position, operating at speeds of less than 20 miles per hour from lighting provisions, is not compatible with 49 CFR 393 Subpart B. Federal regulation 49 CFR 393 Subpart B contains no similar exemption for lighting devices and 49 CFR 393.9 (b) expressly prohibits lamps and reflectors from being obscured.**

Action Plan: Florida was made aware that this law was not compatible with federal regulation in November 2013 when FMCSA returned the 2007 MCSAP Compatibility Review. This item will be provided to legislative staff for consideration prior to the 2017 Florida Legislative Session.

- **49 CFR 350.201 (a). Florida State Statute 316.302(2)(d) does not contain the provisions required in 49 CFR 395.1 (e). Florida State Statute 316.302(2)(d) exempts intrastate drivers not transporting HM requiring a placard from the driver's record of duty status (RODS) requirements contained in 49 CFR 395.8 when the driver complies with 49 CFR 395.1 (e)(1)(iii) and (v). Federal regulation 49 CFR 395.1 (e) allowing alternate records, other than RODS, requires that the driver return to his/her normal work reporting location within 12 hours and sets forth driving and off-duty limitations.**

Action Plan: Florida was made aware that this law was not compatible with federal regulation in November 2013 when FMCSA returned the 2007 MCSAP Compatibility Review. This item will be provided to legislative staff for consideration prior to the 2017 Florida Legislative Session.

- **49 CFR 350.201 (j).** The State's CMV registration forms do not contain the requirement that registrants of CMVs declare their knowledge of the FMCSRs, HMRs, or compatible State laws or regulations as required by 49 CFR 350.201 (j).

Action Plan: The Department is reviewing our internal procedures to determine what actions are necessary to include the required language.


- **49 CFR 350.331 (d).** The State is required to adopt any newly enacted regulation or amendment to the FMCSRs or HMRs within three years of enactment. Florida State Statute 316.302(1)(a) does adopt the FMCSRs identified in 49 CFR 350.201(a) for interstate motor carriers and Florida State Statute 316.302(5) does adopt the HMRs identified in 49 CFR 350.201(a) for all motor carriers as enacted regulations and amendments come into effect in the regulations. Florida State Statute 316.302(1)(b) adopts the FMCSRs as they existed on December 31, 2012. Newly enacted regulations and amendments which were registered after January 1, 2013 have not been adopted within the three year allowance, except that Florida State Statute 316.302(3) has adopted the provisions established for Covered Farm Vehicles from the March 14, 2013 Final Rule for Transportation of Agricultural Commodities.

Action Plan: This item will be provided to legislative staff for consideration prior to the 2017 Florida Legislative Session.

*Please find enclosed with this review, a copy of Florida Statute 316.302 from the 2016 Florida Statutes.*

I, Gene S. Spaulding, Director of the Florida Highway Patrol, on behalf of the State of Florida, do hereby certify that the State has performed its annual review in accordance with 49 CFR 350.331(c) and has determined that the State Commercial Motor Vehicle (CMV) safety laws remain compatible with the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs), except as provided above, and contemplate no changes in statutes, regulations, or administrative procedures, or in the enforcement thereof which would reduce such substantial compliance through September 30, 2017. The Florida Highway Patrol has developed action plans to review each of the statutes identified as "not compatible" from the 2007 MCSAP Review. These items will be provided to Legislative Staff for consideration prior to the 2017 Florida Legislative Session.

  
\_\_\_\_\_  
Gene S. Spaulding, Director, Florida Highway Patrol

  
\_\_\_\_\_  
Date