

LOUISIANA

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

Date of Approval: Jan 06, 2017

Final CVSP

Basic and Incentive Program Overview

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

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

Instructions:

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

NOTE: Please do not include a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

During FFY 2017, the Louisiana State Police (LSP) will continue its historic mission to reduce the number and severity of crashes involving commercial motor vehicles. This will be accomplished through an effective roadside inspection program, aggressive traffic enforcement, and effective public education. We will continue to provide technical assistance, training, and education to the motor carrier industry, in an effort to bring about voluntary safety compliance. In addition, an increased public awareness campaign will convey the dangers of aggressive driving around large trucks and buses, to CMV and Non-CMV drivers alike.

LSP recognizes the key role of the MCSAP program is to reduce crashes, injuries, and fatalities involving CMVs in general. In light of a recent increase nationwide in the number and severity of passenger carrier crashes, it is evident that an increased focus on passenger carrier safety is necessary. In 2017 we will continue to target the unsafe operation of passenger carriers, in an effort to assist FMCSA in reducing bus crashes and fatalities. In addition, LSP recognizes the importance of national security, and the danger involving CMVs that carry hazardous materials. During FFY 2017, LSP will continue an increased inspection/enforcement policy toward such vehicles.

Louisiana's goal for FY 2017 is to support FMCSA's goal of reducing large truck and bus-related fatalities by targeting a 5% reduction of fatal crashes involving CMVs.

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 Louisiana Department of Public Safety, Office of State Police, is statutorily designated as the only agency authorized to conduct MCSAP activities within the State of Louisiana. As such, we are designated as the Lead MCSAP Agency.

The Louisiana State Police is committed to supporting FMCSA in reducing large truck and bus crashes and fatalities. The Louisiana State Police MCSAP Division has received numerous awards of the past several years, acknowledging the efforts placed upon CMV safety and Data Quality.

Louisiana MCSAP Inspectors utilize ASPEN for completing Driver/Vehicle Examination reports. This program aids the inspector in properly identifying motor carriers, thus ensuring accuracy. Inspectors are required to transfer inspections electronically via SafetyNet. This process continues to help Louisiana maintain its green status for data completeness, timeliness, and accuracy.

LSP / MCSAP, maintains a close partnership with the Louisiana State University, Highway Safety Research Group (LSU / HSRG), to provide in-depth, comprehensive crash data collection, analysis and reporting. This continued relationship has dramatically improved Louisiana's state data rating over the past several years, resulting in several Data Quality Awards. LSU is contracted as the primary repository for crash data for the Department of Public Safety. As crash reports are received, they are compiled and entered into a database, then forwarded to MCSAP for upload to SafetyNet. The data is simultaneously posted to a nationally recognized website, which is updated daily. This data is available to MCSAP supervisors to review and to develop strategies that will most effectively address current crash factors and circumstances.

LSP / MCSAP has dedicated personnel to handle the increase in Data Q challenges associated with CSA. The LSP Data Quality Program Section addresses all Data Q challenges, and ensures that all are adequately handled in a timely manner. Additional administrative personnel have been trained to assist in the event that a substantial increase in Data Qs is experienced.

The MCSAP unit is comprised of 38 commissioned Troopers, who are all NAS-certified inspectors. The MCSAP unit receives command supervision from a State Police Captain, and ultimately a State Police Major. The MCSAP Unit is functionally divided along administrative and enforcement lines.

Administrative

One (1) State Police Lieutenant (State-funded), that manages all MCSAP grants, in addition to administrative, financial, and legislative affairs.

One (1) State Police Lieutenant (State-funded), that manages the operations of compliance reviews, criminal and civil penalty assessment process operations, enforcement support, training, and logistics.

One (1) State Police Sergeant (State-funded), that coordinates logistics and training.

One (1) State Police Sergeant (State-funded), that coordinates compliance reviews and training.

Six (6) State Police Troopers (State-funded), that conduct compliance reviews, investigations, and outreach.

One (1) Civilian Administrative Program Manager I (MCSAP-funded) that supervises all civilian MCSAP personnel.

Five (5) Civilian Administrative Coordinator IV (1 MCSAP, 4 State-funded), that perform MCSAP administrative duties such as processing inspections, hearing request, and SafetyNet uploads.

One (1) Civilian Administrative Coordinator IV (State-funded), that assists in purchasing and other MCSAP administrative duties.

One (1) Civilian Administrative Coordinator IV (WAE) (MCSAP-funded), that manages DataQ challenges.

Three (3) Civilian Data Quality Investigators (WAE) (MCSAP-funded), that handle data quality issues and training.

Roadside Enforcement

Three (3) State Police Lieutenants (MCSAP-funded), provide supervision of roadside enforcement in each region.

Six (6) State Police Sergeants (3 MCSAP-funded, 3 State-funded), provide direct supervision to roadside inspectors in each region.

Nineteen (19) State Police Troopers (11 MCSAP-funded, 8 State-funded) are assigned to perform MCSAP enforcement and inspection activities, on a full-time basis.

Support

The MCSAP unit currently receives additional support from (102) NAS-Certified enforcement officers throughout the Department (State-funded), which include:

Weights and Standards Unit – Thirty-Five (58) - conduct MCSAP inspections in association with all size and mobile weight enforcement activities.

Towing and Recovery Unit - Twelve (12) - conduct MCSAP related inspections on an occasional basis, or in conjunction with related job functions.

Emergency Services Unit - Twenty (22) - conduct MCSAP related inspections on an occasional basis, or in conjunction with related job functions.

Other LSP Personnel - Ten (10) - conduct MCSAP roadside inspections on an occasional basis, in association with regular assigned patrol duties.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

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

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

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

Enter explanation of activities:

The Department maintains all training required by law. Inspectors are certified in Standardized Field Sobriety Testing, and the use of the Intoxilyzer 5000 blood alcohol-testing instruments, which are readily available at fixed facility locations across the state.

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

Instructions:

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

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

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

Enter explanation of activities:

LSP / MCSAP has a strict written policy requiring all inspectors to check the operating authority during every inspection. Upon verification, any vehicle discovered to be operating without the required operating authority, or beyond the scope of the motor carrier's operating authority, will be placed out of service as required in this part. Policy compliance is monitored by MCSAP supervisors. Additionally, this policy/procedure is covered during MCSAP In-Service Training, which is required for all MCSAP-certified inspectors.

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 # Fatal Crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	97	78	84
01/01/2014	12/31/2014	104	88	92
01/01/2013	12/31/2013	97	88	83
01/01/2012	12/31/2012	111	91	93
01/01/2011	12/31/2011	102	70	86

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

Dr. Helmut Schneider, Louisiana State University, Highway Safety Research Group (LSU / HSRG), June 17, 2016.

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

Louisiana experienced a 9% decrease in fatal crashes CMV statewide during 2015 over 2014. However, there was a 2% increase from the base line established in the 2015 CVSP (2013 results), which was less than our goal of a 5% decrease. Outcome represents the actual number of fatal crashes.

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 # Fatal Crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	2	4	2
01/01/2014	12/31/2014	7	1	4
01/01/2013	12/31/2013	5	3	5
01/01/2012	12/31/2012	2	4	2
01/01/2011	12/31/2011	15	3	10

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

Dr. Helmut Schneider, Louisiana State University, Highway Safety Research Group (LSU / HSRG), June 17, 2016.

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

Louisiana experienced a 50% decrease in fatal Passenger Carrier crashes statewide during 2015 over 2014. However, there was a 40% increase from the base line established in the 2015 CVSP (2013 results).

The Goal is based on actual fatal crashes involving Passenger Carriers, as the Actual represents actual fatal crashes involving passenger carriers. Fatalities represent all that died in passenger carrier fatal crashes.

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

Instructions:

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

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

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	4	4	3
01/01/2014	12/31/2014	1	8	1
01/01/2013	12/31/2013	6	7	5
01/01/2012	12/31/2012	11	9	10
01/01/2011	12/31/2011	13	1	8

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

Dr. Helmut Schneider, Louisiana State University, Highway Safety Research Group (LSU / HSRG), June 17, 2016.

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

Over the past 3 years, Louisiana has generally met or exceeded Hazardous Materials crash fatality reduction goals. In 2015, we experienced a 40% reduction, far exceeding the goal based on 2013 baseline data. The Goal and Outcome Measurements are based on actual fatal crashes involving CMVs carrying Hazardous Material.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015

Instructions:

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

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

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	6704	6704
01/01/2014	12/31/2014	6882	6882
01/01/2013	12/31/2013	13587	13587
01/01/2012	12/31/2012	9990	9990
01/01/2011	12/31/2011	8893	8893



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



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

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

LSP MCSAP Database, July 30, 2016

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:**

Participate in outreach activities at public venues and industry sponsored events. Respond to carrier request for assistance in dealing with safety and regulatory issues.

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

60 Carrier Safety Talks 5 State Trucking Association Meetings 10 Local Educational Safety Events

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

2016 year to date: 45 - Carrier Safety Talks 5 - State Trucking Association Meetings 6 - Local Educational Safety Events

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

We are on target to meet our goal. The goal of as many as possible was set as we have no control over the number of public events scheduled, and industry requests for safety talks, during a given year.

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.

Increase enforcement targeting passenger carriers, through roadside enforcement and destination details. Participate in National Passenger Carrier Strike Force activities.

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

Reduce the amount of Passenger Carrier crashes by 10% (33), from 331 to 298, by December 31, 2016.

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

Total Passenger crashes CY 2016 to date: 194

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

Baseline established on CY 2014 results (331 crashes). There was a less than 2% decrease in Passenger Carrier crashes (6) during 2015, from 331 to 325. Crash data for 2016 is incomplete. However, personnel vacancies may lead to less enforcement in this area.

Activity #2

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

Increase Louisiana's catch rate when enforcing Federal OOS orders.

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

Meet or exceed the mandated 85% catch rate, from 77% (12 mo. average as of July 2015), by September 30, 2016.

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

12 month average catch rate: 77%

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

Baseline established on 12 month average as of July 2015 (77%). The 12 month catch rate remained the same at 77% as of July 2016. However, the most recent 12 month average (January 2016 to July 2016), increased to 87.77%, which exceeds the mandated 85% catch rate. It should be noted that the objective was to meet or exceed the 85% catch rate by September 30, 2016. We have met, and are currently exceeding, that mark.

Activity #3

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

Increase enforcement of HM carriers through roadside inspections, and enforcement details.

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

Reduce the number of CMV crashes involving the transportation of Hazardous Material by 10% (12), from 118 to 106, by December 31, 2016.

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

Total HM carrier crashes CY 2016 to date: 87

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

Baseline established on CY 2014 results (129 crashes). The amount of HM crashes dropped 8% (10) in 2015, to (119). Crash data for 2016 is incomplete. Personnel vacancies may lead to less enforcement in this area.

Activity #4

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

Work Zone Fatal Crashes. Increase traffic enforcement within Work Zone locations. Conduct 8 enforcement details within and around Work Zone areas.

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

Reduce the amount of fatal crashes within work zones by 25% (4), from 11 to 7, by December 31, 2016.

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

Total fatal crashes within 5 miles of work zones in CY 2016 to date: Crash data for 2016 is incomplete.

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

Baseline established on CY 2014 results (11 crashes). There was a 18% increase in work zone fatal crashes (2) during 2015, from 11 to 13. Crash data for 2016 is incomplete. Personnel vacancies may lead to less enforcement in this area.

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:

According to Dr. Helmut Schneider with Louisiana State University, Highway Safety Research Group (LSU/HSRG), in 2015, the total number of CMV crashes increased by 1.5% (59), compared to 2014, from 3,996 to 4,055. Comparably, the number of fatal CMV crashes decreased by 9% (8) in 2015, from 91 to 84.

Enter Data Source Capture Date:

06/17/2016

Enter Data Source:

Dr. Helmut Schneider, Louisiana State University, Highway Safety Research Group (LSU / HSRG), June 17, 2016.

Enter Crash Reduction Goal

5% reduction (4) in CMV fatal crashes, from 84 to 80, by December 31, 2016.

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.

Increase traffic enforcement as practicable in areas listed by LSU / HSRG as high crash corridors, with emphasis in work zones. Approximately 4,000 Level 3 inspections listed in Section 4.1 will be dedicated toward this objective, by providing approximately 6,000 overtime hours for traffic enforcement. Provide educational outreach to CMV drivers through safety talks.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required SF-PPRs. Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Performance measures shall be based upon number of the number of inspections; the number of traffic violations issued, and crash statistics. A 5% (4) reduction in fatal crashes, from 84 to 80, is expected by December 31, 2017. Baseline crash data is established on calendar year 2015 statistics, as 2016 data is not yet available. All quantitative and/or qualitative progress will be tracked from information provided by LSU / HSRG, along with internal departmental statistics. Adjustments will be made as the data indicates. This information will be reported quarterly through MCSAP quarterly reporting.

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:

Data snapshot date: June 19, 2016

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

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

Data Sources:

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

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e. problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

Louisiana is "Good" or "Green" in all safety data quality elements.

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.

In 2015, 2 people were killed in 2 fatal bus crashes. Additionally, there were 325 bus crashes with 695 passengers injured. The number of bus crashes in 2014 dropped slightly over 2013 (down 6 crashes). Fatal crashes decreased 50% (2), down from 4 to 2.

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

Reduce the number of passenger carrier crashes by 10% (32), from 325 to 293, and fatal crashes 50% (1) from 2 to 1, by December 31, 2017.

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.

Provide overtime hours to supplement regular duty enforcement, targeting motor coaches and other passenger carriers, with an increased focus on "low fare" or "curbside" operators. Conduct traffic enforcement targeting motor coaches along routes identified as high traffic corridors for passenger carriers. Conduct a minimum of 8 destination details, as staffing allows, targeting motor coaches and passenger carriers. [REDACTED] Participate in National Passenger Carrier Strike Force Activities. Attend training for Enhanced Investigations of Passenger Carriers when made available.

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

Performance measures will be based upon the number of destination details conducted, the number of passenger carrier inspections conducted, the number of violations issued and crash statistics. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Crash information will be tracked from information provided by LSU / HSRG. Baseline crash data is established on calendar year 2015 statistics, as 2016 data is not yet available.

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

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

Check this box if:

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

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

77

Performance Objective: Enter performance objective(s).

Meet or exceed the mandated 85% "catch rate" by September 30, 2017. Baseline "catch rate" is established on the most recent 12 month average of 77%, as provided by FMCSA in July, 2016.

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

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

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

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

Continue to provide training at MCSAP Quarterly In-Service detailing the importance of ensuring Federal OOS orders are enforced. Provided remedial training for any inspector identified as needing such. Follow-up with Louisiana Division on request to have carrier DOT number searchable by name, when number is Inactive, or, when under a Federal OOS Order.

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

Performance measures will be based upon the 12 month "catch rate" of Federal OOS Orders enforcement for Louisiana, provided by FMCSA. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Baseline "catch rate" is established on the most recent 12 month average, as provided by FMCSA in July, 2016.

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.

In 2015, the number of HM crashes in Louisiana decreased 8% (10) over 2014. In 2015, the Interstate Highways accounted for 35% of all HM crashes, with Interstate 10 accounting for 52% (up from 48%). US highways accounted for 19% of all HM crashes, with US 90 and US 190 accounting for 19% (down from 37%). State highways accounted for 31% of all HM crashes. There was an increase of HM crashes along Interstate 10, likely due to increased road construction.

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

Reduce the amount of CMV crashes involving the transportation of HM by 10% (12), from 119 to 107, by December 31, 2017. Reduce HM fatal crashes by 33% (1), from 3 to 2.

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.

Reduce the risk of CMVs transporting HM being involved in a crash through roadside inspections of CMVs transporting HM, ensuring compliance with the HMRs and FMCSRs. During FY 2017, conduct a minimum of eight (8) enforcement details targeting CMVs transporting HM. When possible, LSP / MCSAP will participate in national strike forces, and annual road checks, targeting HM shippers and carriers. Identify shippers and carriers who have recurring serious and acute HM violations for CSA interventions.

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

Performance measures shall be based upon the number of CMVs transporting HM involved in crashes/incidents, the number of vehicle inspections conducted, and the number of violations issued. All quantitative and/or qualitative progress will be reported quarterly through MCSAP quarterly reporting. Crash statistics will be tracked from information provided by LSU / HSRG. Baseline crash data is established on calendar year 2015 statistics, as 2016 crash data is not available.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Work Zone Fatal Crashes

Problem Statement Narrative: Describe problem identified by performance data.

In 2015, the number of fatal CMV crashes in work zones increased 18% (2) from 11 to 13, when compared to 2014. Additionally, the number of fatal crashes in the 5 miles approaching the construction zone from either end (excluding the construction zone) increased 50% (4), from 4 to 8.

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

Reduce the amount of fatal crashes within work zones by 20% (3), from 13 to 10, by December 31, 2017.

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).

Increase traffic enforcement as practicable within and around work zone locations, concentrating efforts

During FY 2017, conduct a minimum of eight (8) enforcement details Provide safe driving information to CMV drivers during safety talks, emphasizing safe driving in work zones.

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

Performance measures shall be based upon number of the number of traffic violations issued to CMV drivers in work zones; the number of traffic enforcement details conducted, and crash statistics. All quantitative and/or qualitative progress will be tracked from information provided by LSU / HSRG, along with internal departmental statistics. This information will be reported quarterly, through MCSAP Quarterly Reporting. Adjustments will be made as the data indicates. Baseline crash data is established on calendar year 2015 statistics, as 2016 data is not yet available.

Basic & Incentive Enforcement Activities

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

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

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

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. Include the day to day routine for inspections and explain resource allocation decisions (i.e., Number Of FTE, where inspectors are working and why).

Enter narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

The roadside inspection program employs a degree of selection randomness, which serves as a strong compliance incentive to all motor carriers and their drivers. Additionally, data collected from the roadside inspection effort provides important information of compliance trends, which enables the appropriate allocation of resources. The roadside inspection program is also an integral part of the CSA program. Unsafe carrier management and safety practices identified at roadside are tracked and evaluated, through Federal databases, for further investigation. The roadside inspection program is also an effective means of identifying hazardous material and passenger carriers that operate unsafely in the state, and ensure that violators are brought into compliance through enforcement of the Federal Motor Carrier Regulations and the Hazardous Material Regulations. Additionally, inspectors seek overloaded CMVs, in an effort to protect the motoring public from dangerous vehicles, and unqualified drivers. LSP will enforce the registration requirements and financial responsibilities identified in 49 CFR 350.201(t) 1 and 2. LSP / MCSAP has a strict policy requiring all inspectors to check the carrier's operating authority and financial responsibility requirements, during every inspection, in addition to enforcing Federal OOS orders. Inspectors will utilize Query Central to verify all status checks. Upon verification, any vehicle discovered to be operating without the required operating authority, or beyond the scope of the motor carrier's operating authority, will be placed out of service. In addition, inspectors are also required to conduct driver's license status checks on all CMV drivers, during every stop. Any driver found to be operating a CMV without a valid driver's license of the proper class required, will be placed out of service until such time the violation is corrected. In FFY 2017, Louisiana's roadside inspection program will include driver-focused inspections, aimed at removing fatigued and impaired drivers. This emphasis is in recognition of the evidence that operator condition/error continues to play a significant factor in CMV crashes, and will be the primary focus of Level III, driver-only inspections. LSP / MCSAP will attempt to meet or exceed FMCSA's recommended number of Level III inspections (at least 33% of all inspections performed), however, inspectors will continue to look for vehicle safety violations, and when necessary, perform a Level I or II inspection in lieu of a Level III. Inspectors will also enforce the new hours of service and texting ban/cell phone use restrictions, in an effort to decrease the odds of a CMV driver from being involved in a crash. This enforcement effort will aid in the reduction of certain truck and bus related crashes, which are associated with distracted driving. The reduction in crashes due to distracted driving will equate to a reduction in corresponding fatalities and injuries associated with such crashes. MCSAP-Certified mobile weight enforcement officers will also provide enforcement to detect overloaded CMVs, many of which have unqualified drivers. LSP / MCSAP inspectors will target high-crash corridors, and other areas identified by MCSAP supervisors. LSP/MCSAP has 38 full-time NAS-Certified inspectors. LSP/MCSAP receives additional support from 59 NAS-Certified Weights and Standards officers, which perform inspections in conjunction with all mobile weight enforcement activities, in addition to overtime enforcement, and from 42 other NAS-Certified Troopers, which support inspection efforts on an overtime basis. In 2017, LSP / MCSAP will utilize mobile weight enforcement at locations other than fixed weight facilities, to ensure overloaded CMVs (including intermodal vehicles) are not operating on Louisiana highways, placing motorist in danger. This includes those CMVs that are missing GVWR information. This occurs quite frequently, as the stickers are removed or painted over, allowing unqualified (Non-CDL) drivers to operate a CMV that actually requires a CDL driver. Mobile weights will also target other overloaded CMVs which pose a great threat to the motoring public, particularly those in disrepair. The appropriate level NAS inspection and report is conducted with all mobile weight enforcement activities.

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: LOUISIANA STATE POLICE

Enter the total number of certified officers in the Lead agency: 122

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	10000	500	150	10650	24.47%
Level 2	15000	1800	0	16800	38.60%
Level 3	16000	0	75	16075	36.93%
Level 4				0	0.00%
Level 5				0	0.00%
Level 6				0	0.00%
Sub-Total Lead Agency	41000	2300	225	43525	

Funded Agencies

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

Enter the name of the Funded Agency:

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

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

Non-Funded Agencies

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: LOUISIANA STATE POLICE					
# certified officers: 122					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 0					
# certified officers: 0					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	10000	500	150	10650	24.47%
Level 2	15000	1800	0	16800	38.60%
Level 3	16000	0	75	16075	36.93%
Level 4				0	0.00%
Level 5				0	0.00%
Level 6				0	0.00%
Total ALL Agencies	41000	2300	225	43525	

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 FFY 2017, CMV traffic enforcement will be focused along identified high-crash routes, interstate corridors, work-zones, and other areas as crash-reduction statistics indicate. We plan to conduct "High Visible" traffic enforcement and CMV inspections in High Risk areas, in an effort to deter aggressive driver behaviors. Traffic enforcement will target seat belt violations, and those moving violations, which have been identified as major contributing factors in fatality and injury crashes: Failure to Yield, Driving Left of Center, and Disregard for Traffic Control, Careless Operation, Following Too Closely and Exceeding Posted or Safe Speed. We will supplement regular duty hours with approximately 6,000 overtime hours dedicated to traffic enforcement, available to 139 MCSAP-Certified inspectors. This should produce approximately 4,000 inspections/traffic violations. By policy, the appropriate level NAS inspection will be conducted with all MCSAP CMV traffic enforcement activities.

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	4000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2000

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.

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

Investigators have conducted 96 Interstate and 42 Intrastate Investigations in YTD 2016. In 2017, conduct a minimum of 48 intrastate carrier investigations in response to complaints from the public, MCSAP roadside inspectors, SMS BASIC alerts, or to meet State post-crash reporting guidelines. Place emphasis on motor coach carriers that are conditionally rated and motor coach carriers with a safety rating over 5 years old, when assigning cases. Assist FMCSA with interstate compliance reviews, by conducting a minimum of 70 Interstate Reviews. Attend future training for the final implementation of CSA off-site investigations, and Enhanced Passenger Carrier Investigations when made available.

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.

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).

Performance measures shall be based upon the number of CSA Investigations conducted. All quantitative and/or qualitative progress will be reported quarterly, through MCSAP quarterly reporting.

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

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

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		0
Passenger		0
HM		0
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	40	
Passenger CSA On-Site Focused		
HM CSA On-Site Focused	4	
CSA On-Site Focused Investigations Sub-total	44	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	50	45
Passenger CSA On-Site Comprehensive	4	3
HM CSA On-Site Comprehensive	4	2
CSA On-Site Comprehensive Sub-total	58	50
CSA Investigations (all Types) Total	102	50
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	102	50

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

Estimates are based on 6 Investigators that also perform outreach activities. Investigators perform CSA investigations approximately 75% of the time, with a FTE of approximately 4.5.

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.:

To provide qualified speakers for public, private, and educational organizations, in an effort to reduce driver fitness violations discovered at roadside inspections, and increase the public's knowledge of their responsibility in sharing the road with commercial motor vehicles.

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	60
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5
<input type="radio"/>	<input checked="" type="radio"/>	State-sponsored outreach events	
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	10
<input type="radio"/>	<input checked="" type="radio"/>	Teen safety events	

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

Participate in public venues where CMV traffic-related issues may be presented to the public at large, in support of "Share the Road", "No-Zone" and "Be Ready, Be Buckled" safety initiatives. Participate in safety talks at Louisiana Motor Transport Association and industry sponsored events. Respond to carrier requests for assistance dealing with safety or regulatory issues, giving special attention to safe driving, particularly in work zones. LSP will utilize CSA Investigators to support most outreach activities. 6 investigators will perform outreach activities approximately 25% of the time, which equates to approximately 1.5 FTE.

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):

A quarterly program status report will include a specific focus on program quality with quantifiable performance measures that address this program effectiveness, to include a comparison of actual accomplishments to the performance objective established in this CVSP. All quantitative and/or qualitative progress will be tracked by LSP / MCSAP, reported quarterly, through MCSAP Quarterly Reporting.

New Entrant

1 - New Entrant Focus Area

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:

LOUISIANA STATE POLICE

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 Louisiana State Police (LSP) New Entrant Program is comprised of eight (8) civilian auditors, strategically located throughout the state. These auditors are 100% dedicated to the NESA program and provide educational safety audits to all new Louisiana interstate motor carriers. LSP has strived to operate as efficiently as possible, while maintaining quality. LSP will continue to operate in this manner, while providing quality education and assistance to new motor carriers.

LSP is operating with one safety auditor vacancy. With a recovering economy, we anticipate a continued increase in the amount of New Entrants during FFY 2017. To offset this anticipated increase, LSP will seek new ways of streamlining the SA process, to include participating in the new Offsite SA process. Should the program become inundated with new carriers, group audits will be scheduled, with the assistance of NESA certified Compliance Review MCSAP Inspectors, in order to reduce the inventory to manageable levels. The MCSAP inspectors will work on an overtime basis as needed to assist the NESA program when conducting New Entrant Audits.

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.

Conduct a minimum of seven (7) safety audits/exits per month, per safety auditor, for a total of 672 audits/exits. This target includes failed audits, revocations, in-activations, and safety audits reclassified as Compliance Reviews. Maintain NAS Level 1 Certification by conducting the required amount of driver/vehicle inspections necessary to maintain certification.

Should the program become inundated with new carriers, group audits will be scheduled, with the assistance of NESA certified Compliance Review MCSAP Inspectors, in order to reduce the inventory to manageable levels. The MCSAP inspectors will work on an

overtime basis if needed to assist the NESA program when conducting New Entrant 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.

MCSAP administrative personnel will monitor progress weekly. Performance measures will be based on the total amount of New Entrants received, the amount of current New Entrants, the amount of Safety Audits conducted, safety audits failed, revocations, In-activations, and status changes. All quantitative and qualitative progress will be tracked and reported quarterly to FMCSA through MCSAP Quarterly Reports.

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)	378	0
# of Safety Audits (Offsite)	0	0
TOTAL Safety Audits	378	0
# of Non-Audit Resolutions	378	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

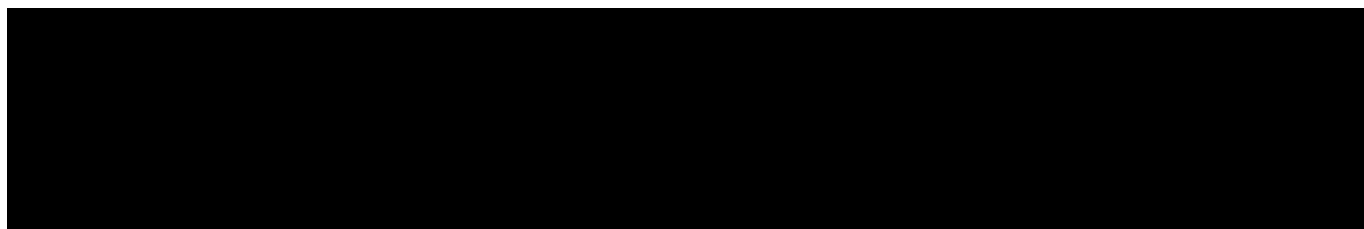
Allowable amount for Overtime (15% of total award amount without justification): \$751,507.00

- **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
Lieutenant	3	100	2080	\$53.50	\$333,840.00	\$283,719.80	\$50,068.20	\$0.00
Sergeant	3	100	2080	\$42.11	\$262,766.40	\$223,348.55	\$39,414.45	\$0.00
Trooper	11	100	2080	\$36.44	\$833,747.20	\$708,662.85	\$125,058.15	\$0.00
Admin. Manager I	1	100	2080	\$18.84	\$39,187.20	\$33,300.45	\$5,876.55	\$0.00
Admin. Coordinator IV	1	100	2080	\$16.53	\$34,382.40	\$29,226.40	\$5,157.60	\$0.00
Admin Coordinator IV	1	100	1560	\$20.00	\$31,200.00	\$26,520.00	\$4,680.00	\$0.00
Data Quality Officers	3	100	1560	\$35.00	\$163,800.00	\$0.00	\$0.00	\$163,800.00
Captain	1	100	2080	\$61.46	\$127,836.80	\$0.00	\$0.00	\$127,838.00
Lieutenant	2	100	2080	\$51.10	\$212,576.00	\$0.00	\$0.00	\$212,579.00
Sergeant	5	100	2080	\$42.36	\$440,544.00	\$0.00	\$0.00	\$440,526.00
Trooper	14	100	2080	\$39.53	\$1,151,113.60	\$0.00	\$0.00	\$1,151,066.00
Admin Coordinator IV	4	100	2080	\$12.92	\$107,494.40	\$0.00	\$0.00	\$107,476.00
Uniform Allowance					\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Salary					\$3,738,488.00	\$1,304,778.05	\$230,254.95	\$2,203,285.00
Overtime Information								
Overtime	1	100	12525	\$60.00	\$751,500.00	\$892,500.00	\$157,500.00	\$0.00
Sub-Total Overtime					\$751,500.00	\$892,500.00	\$157,500.00	\$0.00
TOTAL PERSONNEL					\$4,489,988.00	\$2,197,278.05	\$387,754.95	\$2,203,285.00

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

Costs were calculated on actual wages. The chart above doesn't accurately calculate eligible wages, as it is based on an hourly average for each position.



FY 2017 MCSAP activity projections were kept near the FY 2016 projected levels, with the anticipation of the additional overtime being approved. If this overtime is not approved, then we will have to reduce the projection of FY 2017 activities accordingly.

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
Lieutenant	100	\$200,000.00	\$200,000.00	\$24,213.10	\$4,272.90	\$171,514.00
Sergeant	100	\$170,975.00	\$170,975.00	\$30,191.15	\$5,327.85	\$135,456.00
Trooper	100	\$545,317.00	\$545,317.00	\$100,685.05	\$17,767.95	\$426,864.00
Admin. Manager I	100	\$25,510.00	\$25,510.00	\$21,683.50	\$3,826.50	\$0.00
Admin. Coordinator IV	100	\$23,667.00	\$23,667.00	\$20,116.95	\$3,550.05	\$0.00
Admin Coordinator IV	100	\$452.00	\$452.00	\$384.20	\$67.80	\$0.00
Data Quality Officers	100	\$4,746.00	\$4,746.00	\$0.00	\$0.00	\$4,746.00
Captain	100	\$77,955.00	\$77,955.00	\$0.00	\$0.00	\$77,955.00
Lieutenant	100	\$132,937.00	\$132,937.00	\$0.00	\$0.00	\$132,937.00
Sergeant	100	\$268,255.00	\$268,255.00	\$0.00	\$0.00	\$268,255.00
Trooper	100	\$733,128.00	\$733,128.00	\$0.00	\$0.00	\$733,128.00
Admin Coordinator IV	100	\$65,632.00	\$65,632.00	\$0.00	\$0.00	\$65,632.00
Uniform Allowance	100	\$48,960.00	\$48,960.00	\$41,616.00	\$7,344.00	\$0.00
Overtime	100	\$10,897.00	\$10,897.00	\$9,262.45	\$1,634.55	\$0.00
Sub-Total Fringe Benefits			\$2,308,431.00	\$248,152.40	\$43,791.60	\$2,016,487.00

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

Fringe (retirement, FICA, Medicare, Health Insurance) is calculated on actual costs for each employee. Medicare for overtime is

calculated at 1.045%. Uniform Maintenance Allowance is calculated at \$8 per day worked by commissioned officers, at an average of 360 days worked per year (17 Commissioned Officers x \$8 Day x 360 Days = \$48,960.00).

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
Training Travel	10	4	\$600.00	\$510.00	\$90.00	\$0.00
National Inspectors Competition	2	4	\$2,600.00	\$2,210.00	\$390.00	\$0.00
CVSA Fall Workshop	3	5	\$3,000.00	\$2,550.00	\$450.00	\$0.00
CVSA Spring Workshop	3	5	\$3,000.00	\$2,550.00	\$450.00	\$0.00
MCSAP Planning Meeting	2	4	\$2,000.00	\$1,700.00	\$300.00	\$0.00
National Traffic Records Fourm	2	5	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Louisiana Motor Transport Annual Conference	7	4	\$4,200.00	\$3,570.00	\$630.00	\$0.00
COHMED	2	5	\$2,800.00	\$2,380.00	\$420.00	\$0.00
Unexpected Training Travel	20	4	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Sub-Total Travel			\$30,200.00	\$25,670.00	\$4,530.00	\$0.00

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

Costs are estimated based on past travel. All travel costs must adhere to State per diem and travel policies.

MCSAP CVSP Regional Planning Meeting (Spring 2017)

2 people x \$1,000.00 each \$2,000.00

CVSA Workshop / FMCSA Leadership Conference (Spring 2017)

3 people x \$1,000.00 each \$3,000.00

National Traffic Records Forum (Summer 2017)

Presentations, on topics of interest to the highway traffic safety and data communities, including analysis, program management, problem identification, and evaluation. This includes CMV crash data.

2 people x \$1,000.00 each \$2,000.00

Louisiana Motor Transport Association Annual Conference (Summer 2017)

7 people x \$600.00 each \$4,200.00

Officers participate in multiple speaking sessions during this conference, where a multitude of CMV safety related topics are covered. This is a major component of our carrier outreach program, which has been approved for many years.

International Inspectors Competition (Summer 2017)

2 people x 1,300.00 each \$2,600.00

CVSA Fall Workshop (Fall 2017)

3 people x \$1,000.00 each \$3,000.00

COHMED Conference (Spring 2017)

2 people @ \$1,400.00 each.....

Training Travel

6 people @ \$100 each.....\$600.00

Certification training travel costs per State travel regulations

Unexpected Training Travel

25 people @ \$140 each.....\$10,000.00

Training travel costs for unforeseen MCSAP training, per State travel regulations

Total Conference Travel \$30,200.00

4 - Spending Plan: Equipment

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

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

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

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

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicles	21	\$42,877.00	\$900,417.00	\$765,354.45	\$135,062.55	\$0.00
Motorcoach Inspection Ramps	1	\$7,000.00	\$7,000.00	\$5,950.00	\$1,050.00	\$0.00
Sub-Total Equipment			\$907,417.00	\$771,304.45	\$136,112.55	\$0.00

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

Vehicle costs were estimated based on current contract pricing. New-year contract pricing is not yet available. The new patrol vehicles are need to replace current full-time MCSAP vehicles which are at high mileage and identified for replacement. These vehicles will be used 100% for MCSAP-Funded activities.

Motorcoach Inspection Ramps cost is based on one complete set. The ramps are needed to replace broken ramps which have become unsafe. These ramps will be used 100% for MCSAP-Funded activities.

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 Expenditure
MCSAP Office Phones	18	each	\$400.00	\$7,200.00	\$6,120.00	\$1,080.00	\$0.00
Mobile Data Terminal Repair/Replacement	2	each	\$4,500.00	\$9,000.00	\$7,650.00	\$1,350.00	\$0.00
Federal Motor Carrier Safety Regulation Guides	475	Book	\$20.00	\$9,500.00	\$8,075.00	\$1,425.00	\$0.00
Printer Ink Cartridges	3010	Box	\$25.00	\$75,250.00	\$63,962.50	\$11,287.50	\$0.00
Office Supplies	1	Year	\$49,970.00	\$49,970.00	\$42,474.50	\$7,495.50	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	156	Book	\$30.00	\$4,680.00	\$3,978.00	\$702.00	\$0.00
Uniform Related Supplies	1	Year	\$75,000.00	\$75,000.00	\$63,750.00	\$11,250.00	\$0.00
HM Enforcer Software	100	260	\$260.00	\$26,000.00	\$22,100.00	\$3,900.00	\$0.00
Inspection Related Supplies	1	year	\$28,400.00	\$28,400.00	\$24,140.00	\$4,260.00	\$0.00
Printers	80	Item	\$100.00	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Desktop Computers	45	each	\$1,500.00	\$67,500.00	\$57,375.00	\$10,125.00	\$0.00
Window Tint Meters	10	Each	\$100.00	\$1,000.00	\$850.00	\$150.00	\$0.00
Sub-Total Supplies				\$361,500.00	\$307,275.00	\$54,225.00	\$0.00

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

Office Supplies**Paper, Envelopes, Folders, Files, Postage, Other Office Supplies**

For administration of the MCSAP

Total **\$49,970.00**

Uniform Related Supplies**Uniforms – MCSAP Administrative Staff (LSP regulation)**

Replacements as needed @ \$90.00 each set \$5,000.00

Uniforms – Class C (LSP regulation)

Replacements as needed @ \$90.00 each set \$5,000.00

Uniforms – Class B (LSP regulation)

100 x 2 sets @ \$100.00 each set \$20,000.00

Uniforms – Heatgear Shirts (LSP regulation)

100 x 3 each @ \$20 each \$6,000.00

Uniforms – Ballistic Vest Carriers (LSP Regulation)

50 x \$250 each \$12,500.00

Uniforms Footwear

Replacement footwear for MCSAP certified officers

100 pair @ \$215.00 each \$21,500.00

Uniform Caps – Class B (LSP regulation)

100 x 2 each @ \$10.00 each \$2,000.00

Uniforms – Nylon Web Gear - Class B (LSP regulation)

Includes for each officer: inner belt, web belt, weapon holster, handcuff cases, ammo magazine pouch, chemical spray pouch, knife holder, flashlight holder, latex glove holder, baton holder, portable radio holder, and belt keepers.

Replacement as needed @ \$200.00 each. \$3,000.00

Total Uniform Related Supplies.....

Printers

Replacement printers to print ASPEN reports in vehicles

50 printers @ \$100.00 each \$5,000.00

Replacement printers for MCSAP Truck Center / office personnel

12 @ \$250 each \$3,000.00

Total Printers \$8,000.00

Inspection Related Supplies

Replacement as needed

(Creepers, gloves, glasses, chalk, measuring devices, cameras, chocks, etc)

142 officers @ \$200.00 per officer \$28,400.00

Hazardous Material Trucking Enforcement Software

Hazardous Material Enforcement licenses

100 x \$260.00 each \$26,000.00

Printer Cartridges

To print inspection reports and investigations

3,010 @ \$25 each \$75,250.00

Federal Motor Carrier Safety Regulations Guide

170 FMCSR books @ \$15.00 each x 2 revisions \$5,100.00

110 HMR books @ \$40.00 each \$4,400.00

Federal Motor Carrier Safety Regulations Guide Total \$9,500.00

2015 CVSA Out-of-Service Criteria Handbook/ Pictorial

156 @ \$30.00 \$4,680.00

Mobile Data Terminal Repair/Replacement

2 @ \$4500 \$9,000.00

MCSAP Phone System Repair/Replacement

Replace desk phone/system for MCSAP

18 @ \$400.00 each \$7,200.00

Desktop Computer Replacement

Replace desktop computers w/software for MCSAP personnel

45 @ \$1,500.00.....\$67,500.00

Window Tint Meters

Replacement tint meters used for CMV enforcement

10 @ \$100.00 each. \$1,000.00

Total Supplies. \$361,500.00

6 - Spending Plan: Contractual

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

Contract means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.

Subaward means an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

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

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Document Destruction	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Neopost Mailing/Sorter Service Contract	\$3,600.00	\$3,060.00	\$540.00	\$0.00
Xerox Copier Rental/Service Contract	\$3,900.00	\$3,315.00	\$585.00	\$0.00
Louisiana State University - HM Crash Data Analysis	\$48,100.00	\$40,885.00	\$7,215.00	\$0.00
Louisiana State University - CMV Crash Data Entry and Analysis	\$98,100.00	\$83,385.00	\$14,715.00	\$0.00
Telephone System Maintenance	\$800.00	\$680.00	\$120.00	\$0.00
Medical Assessments	\$65,500.00	\$55,675.00	\$9,825.00	\$0.00
Sub-Total Contractual	\$222,000.00	\$188,700.00	\$33,300.00	\$0.00

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

Louisiana State University \$98,100.00

LSP will contract with LSU's ISDS to continue input of CMV crash data and analysis of this data for preparation of a crash reduction plan. This is a continuation of the project that began in FFY 2001 and will help the State in efforts to continue to upload crash data within required periods, while providing an annual report used to develop the FFY 2018 CVSP.

Louisiana State University \$48,100.00

LSP will again contract with LSU's ISDS to study all Hazardous Materials related transport incidents and crashes, where commercial vehicles were the mode of transportation. This analysis will identify types and locations of incidents, violation history and trends, and incident severity. This data will be used to develop risk-based initiatives concerning hazardous material incidents for the FFY 2018 CVSP.

XEROX

Rental/Service Contract for copier \$3,900.00

Neopost Service Contract

Service Contract for Neopost Machine.....

Document Destruction

Industrial on-site shredding of sensitive documents \$2,000.00

Medical Assessments

Contract with a Physician to monitor MCSAP inspectors' health
for contamination from inspecting Haz Mat cargo.

100 @ \$655.00..... \$65,500.00_

Preferred Telephone Maintenance Contract

Contract to maintain MCSAP telephone network.....\$800

Total Contractual Expenses..... \$222,000

7 - Spending Plan: Other Costs

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

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

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

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Training Costs (Tuition, materials, etc.)	1	Year	\$4,800.00	\$4,800.00	\$4,080.00	\$720.00	\$0.00
Public Outreach	1	Year	\$4,100.00	\$4,100.00	\$3,485.00	\$615.00	\$0.00
Lidar/Radar Repair	1	Year	\$4,000.00	\$4,000.00	\$3,400.00	\$600.00	\$0.00
US Postmaster	1	Year	\$1,400.00	\$1,400.00	\$1,190.00	\$210.00	\$0.00
Conference Costs	1	Year	\$5,200.00	\$5,200.00	\$4,420.00	\$780.00	\$0.00
CVSA Decals	14000	1	\$0.28	\$3,920.00	\$3,332.00	\$588.00	\$0.00
CVSA Dues	1	Year	\$7,900.00	\$7,900.00	\$6,715.00	\$1,185.00	\$0.00
Communications (Air Cards / Mobile Phones)	1	Year	\$77,520.00	\$77,520.00	\$65,892.00	\$11,628.00	\$0.00
MCSAP ImageKeeper	1	Year	\$49,900.00	\$49,900.00	\$42,415.00	\$7,485.00	\$0.00
Inspections Conducted By Other MCSAP-Certified Personnel				\$0.00	\$0.00	\$0.00	\$270,000.00
Vehicle Repair and Maintenance				\$0.00	\$0.00	\$0.00	\$55,000.00
Fuel Costs				\$0.00	\$0.00	\$0.00	\$141,300.00
Sub-Total Other Costs				\$158,740.00	\$134,929.00	\$23,811.00	\$466,300.00

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

Public Outreach

"Be ready. Be buckled", "Click it or Ticket", "Share the Road", "Don't Hang in the No-Zone"

The state will continue to support the national CMV safety campaigns listed above, or new safety campaigns, through billboards and highway signs, along high crash corridors. This initiative will relay important CMV safety information, in an attempt to reduce the

number and severity of CMV related crashes.

1month @ \$4,100.00 **\$4,100.00**

CVSA Decals

14,000 @ \$0.28 each **\$3,920.00**

Commercial Vehicle Safety Alliance Annual Dues \$7,900.00

Communications

Blackberry Service

10 communicators x 12 months carrier contract

wireless service @ \$49.60 per month \$5,952.00

Wireless Air Cards

For MCSAP certified personnel when conducting NAS inspections

Carrier Operating Authority, transmit ASPEN reports, etc.)

142 air cards @ \$42.00 each per month.... \$71,568.00

Total Communications\$77,520.00

US Postmaster

Post Box to receive and send notification letters, Data Q's, etc.

1 year..... **\$1,400.00**

Lidar / Radar Repair

Repairs made by the Manufacture **\$4,000.00**

Training Supplies

Classroom supplies, consumables, course material, etc.

Total..... \$1,800.00

Louisiana Inspectors Challenge Competition Supplies

(includes misc. inspection supplies/classroom supplies, and consumables, in support of the event).

Total..... \$3,000.00

Total Training Supplies\$4,800.00

Conference Costs

(Conference/Workshop registration fees)

Total\$5,200.00

ImageKeeper Database License

Mobile hardware/software and storage license for ImageKeeper secure web storage database that will allow inspectors to store evidentiary photos/documents related to inspections and compliance review investigations.

Total..... \$49,900.00

Total Other Expenses\$158,740.00

MOE Expenditures

Inspections Conducted By Other MCSAP-Certified Officers....\$270,000.00

MCSAP Vehicle Maintenance and Repair\$55,1

MCSAP Fuel Costs

8 - Spending Plan**Instructions:**

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,258,537.00	\$751,507.00	\$5,010,044.00

Allowable amount for Overtime (15% of total award amount without justification): \$751,507.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$365,336.00

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

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lieutenant	\$283,719.80	\$50,068.20	\$333,788.00	\$0.00
Sergeant	\$223,348.55	\$39,414.45	\$262,763.00	\$0.00
Trooper	\$708,662.85	\$125,058.15	\$833,721.00	\$0.00
Admin. Manager I	\$33,300.45	\$5,876.55	\$39,177.00	\$0.00
Admin. Coordinator IV	\$29,226.40	\$5,157.60	\$34,384.00	\$0.00
Admin Coordinator IV	\$26,520.00	\$4,680.00	\$31,200.00	\$0.00
Data Quality Officers	\$0.00	\$0.00	\$0.00	\$163,800.00
Overtime	\$892,500.00	\$157,500.00	\$1,050,000.00	\$0.00
Captain	\$0.00	\$0.00	\$0.00	\$127,838.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$212,579.00
Sergeant	\$0.00	\$0.00	\$0.00	\$440,526.00
Trooper	\$0.00	\$0.00	\$0.00	\$1,151,066.00
Admin Coordinator IV	\$0.00	\$0.00	\$0.00	\$107,476.00
Uniform Allowance	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Personnel	\$2,197,278.05	\$387,754.95	\$2,585,033.00	\$2,203,285.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lieutenant	\$24,213.10	\$4,272.90	\$28,486.00	\$171,514.00
Sergeant	\$30,191.15	\$5,327.85	\$35,519.00	\$135,456.00
Trooper	\$100,685.05	\$17,767.95	\$118,453.00	\$426,864.00
Admin. Manager I	\$21,683.50	\$3,826.50	\$25,510.00	\$0.00
Admin. Coordinator IV	\$20,116.95	\$3,550.05	\$23,667.00	\$0.00
Admin Coordinator IV	\$384.20	\$67.80	\$452.00	\$0.00
Data Quality Officers	\$0.00	\$0.00	\$0.00	\$4,746.00
Overtime	\$9,262.45	\$1,634.55	\$10,897.00	\$0.00
Captain	\$0.00	\$0.00	\$0.00	\$77,955.00
Lieutenant	\$0.00	\$0.00	\$0.00	\$132,937.00
Sergeant	\$0.00	\$0.00	\$0.00	\$268,255.00
Trooper	\$0.00	\$0.00	\$0.00	\$733,128.00
Admin Coordinator IV	\$0.00	\$0.00	\$0.00	\$65,632.00
Uniform Allowance	\$41,616.00	\$7,344.00	\$48,960.00	\$0.00
Subtotal for Fringe Benefits	\$248,152.40	\$43,791.60	\$291,944.00	\$2,016,487.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Training Travel	\$510.00	\$90.00	\$600.00	\$0.00
National Inspectors Competition	\$2,210.00	\$390.00	\$2,600.00	\$0.00
CVSA Fall Workshop	\$2,550.00	\$450.00	\$3,000.00	\$0.00
CVSA Spring Workshop	\$2,550.00	\$450.00	\$3,000.00	\$0.00
MCSAP Planning Meeting	\$1,700.00	\$300.00	\$2,000.00	\$0.00
National Traffic Records Fourm	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Louisiana Motor Transport Annual Conference	\$3,570.00	\$630.00	\$4,200.00	\$0.00
COHMED	\$2,380.00	\$420.00	\$2,800.00	\$0.00
Unexpected Training Travel	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Subtotal for Program Travel	\$25,670.00	\$4,530.00	\$30,200.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicles	\$765,354.45	\$135,062.55	\$900,417.00	\$0.00
Motorcoach Inspection Ramps	\$5,950.00	\$1,050.00	\$7,000.00	\$0.00
Subtotal for Equipment	\$771,304.45	\$136,112.55	\$907,417.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCSAP Office Phones	\$6,120.00	\$1,080.00	\$7,200.00	\$0.00
Mobile Data Terminal Repair/Replacement	\$7,650.00	\$1,350.00	\$9,000.00	\$0.00
Federal Motor Carrier Safety Regulation Guides	\$8,075.00	\$1,425.00	\$9,500.00	\$0.00
Printer Ink Cartridges	\$63,962.50	\$11,287.50	\$75,250.00	\$0.00
Office Supplies	\$42,474.50	\$7,495.50	\$49,970.00	\$0.00
CVSA OOS Criteria Handbooks/Pictorials	\$3,978.00	\$702.00	\$4,680.00	\$0.00
Uniform Related Supplies	\$63,750.00	\$11,250.00	\$75,000.00	\$0.00
HM Enforcer Software	\$22,100.00	\$3,900.00	\$26,000.00	\$0.00
Inspection Related Supplies	\$24,140.00	\$4,260.00	\$28,400.00	\$0.00
Printers	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Desktop Computers	\$57,375.00	\$10,125.00	\$67,500.00	\$0.00
Window Tint Meters	\$850.00	\$150.00	\$1,000.00	\$0.00
Subtotal for Supplies	\$307,275.00	\$54,225.00	\$361,500.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Document Destruction	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Neopost Mailing/Sorter Service Contract	\$3,060.00	\$540.00	\$3,600.00	\$0.00
Xerox Copier Rental/Service Contract	\$3,315.00	\$585.00	\$3,900.00	\$0.00
Louisiana State University - HM Crash Data Analysis	\$40,885.00	\$7,215.00	\$48,100.00	\$0.00
Louisiana State University - CMV Crash Data Entry and Analysis	\$83,385.00	\$14,715.00	\$98,100.00	\$0.00
Telephone System Maintenance	\$680.00	\$120.00	\$800.00	\$0.00
Medical Assessments	\$55,675.00	\$9,825.00	\$65,500.00	\$0.00
Subtotal for Contractual	\$188,700.00	\$33,300.00	\$222,000.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Training Costs (Tuition, materials, etc.)	\$4,080.00	\$720.00	\$4,800.00	\$0.00
Public Outreach	\$3,485.00	\$615.00	\$4,100.00	\$0.00
Lidar/Radar Repair	\$3,400.00	\$600.00	\$4,000.00	\$0.00
US Postmaster	\$1,190.00	\$210.00	\$1,400.00	\$0.00
Conference Costs	\$4,420.00	\$780.00	\$5,200.00	\$0.00
CVSA Decals	\$3,332.00	\$588.00	\$3,920.00	\$0.00
CVSA Dues	\$6,715.00	\$1,185.00	\$7,900.00	\$0.00
Communications (Air Cards / Mobile Phones)	\$65,892.00	\$11,628.00	\$77,520.00	\$0.00
MCSAP ImageKeeper	\$42,415.00	\$7,485.00	\$49,900.00	\$0.00
Inspections Conducted By Other MCSAP-Certified Personnel	\$0.00	\$0.00	\$0.00	\$270,000.00
Vehicle Repair and Maintenance	\$0.00	\$0.00	\$0.00	\$55,000.00
Fuel Costs	\$0.00	\$0.00	\$0.00	\$141,300.00
Subtotal for Other Expenses including Training & Conferences	\$134,929.00	\$23,811.00	\$158,740.00	\$466,300.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$3,873,308.90	\$683,525.10	\$4,556,834.00	\$4,686,072.00
Total Costs Budgeted	\$3,873,308.90	\$683,525.10	\$4,556,834.00	\$4,686,072.00

Comprehensive Budget

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	\$4,258,537.00	\$751,507.00	\$5,010,044.00

- 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).

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$2,514,328.05	\$443,704.95	\$2,958,033.00	\$2,203,285.00
Fringe Benefit Total	\$252,240.90	\$44,513.10	\$296,754.00	\$2,016,487.00
Program Travel Total	\$66,640.00	\$11,760.00	\$78,400.00	\$0.00
Equipment Total	\$771,304.45	\$136,112.55	\$907,417.00	\$0.00
Supplies Total	\$319,175.00	\$56,325.00	\$375,500.00	\$0.00
Contractual Total	\$188,700.00	\$33,300.00	\$222,000.00	\$0.00
Other Expenses Total	\$146,149.00	\$25,791.00	\$171,940.00	\$466,300.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$4,258,537.40	\$751,506.60	\$5,010,044.00	\$4,686,072.00
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$4,258,537	\$751,507	\$5,010,044	\$4,686,072

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.

- 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 Michael D. Edmonson, Superintendent, on behalf of the State Louisiana, 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.

2. The State has designated The Department of Public Safety and Corrections, Public Safety Services, Office of State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the same 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 must 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 John Leblanc.

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 will fully participate 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

8/11/16

Signature



ANNUAL CERTIFICATION OF COMPATIBILITY

In accordance with 49 CFR, Part 350 and 355, as Superintendent of the Louisiana State Police, I do hereby certify that the State of Louisiana is compatible with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSRs) and the Federal Hazardous Materials Regulations (FHMRS) as follows:

INTERSTATE MOTOR CARRIERS


The following Federal Motor Carrier Safety Regulations and Hazardous Materials Regulations promulgated by the United States Department of Transportation, revised as of August 10, 2015, and contained in the following Parts of 49 CFR as now in effect or as hereafter amended, are adopted through legislation between the Louisiana Department of Public Safety and Corrections and the United States Department of Transportation.

Hazardous Material Regulations	
Part 107	Hazardous Materials Program Procedures
Part 171	General Information, Regulations, and Definitions
Part 172	Hazardous Materials Table, Special Provisions, and Hazardous Materials Communications, Emergency Response Information, and Training Requirements
Part 173	Shippers—General Requirements for Shipments and Packagings
Part 177	Carriage by Public Highways
Part 178	Specifications for Packagings
Part 180	Continuing Qualification and Maintenance of Packagings
Motor Carrier Safety Regulations	
Part 355	Compatibility of State Laws and Regulations Affecting Interstate Motor Carrier Operations
Part 360	Fees for Motor Carrier Registration and Insurance
Part 365	Rules Governing Applications for Operating Authority
Part 367	Standards for Registration with States
Part 373	Receipts and Bills
Part 374	Passenger Carrier Regulations
Part 375	Transportation of Household Goods in Interstate Commerce: Consumer Protection Regulations
Part 376	Lease and Interchange of Vehicles
Part 379	Preservation of Records
Part 382	Controlled Substances and Alcohol Use and Testing
Part 383	Commercial Driver's License Standards; Requirements and Penalties
Part 384	State Compliance with Commercial Driver's License Program
Part 385	Safety Fitness Procedures
Part 386	Rules of Practice for Motor Carrier, Broker, Freight Forwarder and Hazardous Materials Proceedings
Part 387	Minimum Levels of Financial Responsibility for Motor Carriers
Part 388	Cooperative Agreements with States
Part 389	Rulemaking Procedures-Federal Motor Carrier Safety
Part 390	Federal Motor Carrier Safety Regulations; General
Part 391	Qualifications of Drivers
Part 392	Driving of Commercial Motor Vehicles
Part 393	Parts and Accessories Necessary for Safe Operation
Part 395	Hours of Service of Drivers
Part 396	Inspection, Repair, and Maintenance
Part 397	Transportation of Hazardous Materials; Driving and Parking Rules

INTRASTATE MOTOR CARRIERS

Adopted same as interstate with the exception of the following variances:

- 1. Substitution of "26,000 pounds" for all references made to "10,000 pounds".**
- 2. Part 391.11(b)(1) shall read, "is at least 21 years old, or is at least 18 years old and lawfully possesses an appropriately classified driver's license secured from the Louisiana Department of Public Safety and Corrections."**
- 3. Exemption of drivers from Sections 391.21, 391.23 and 391.33, who were regularly employed by Motor Carrier for a continuous period of no less than 3 years immediately prior to January 20, 1988.**
- 4. Exemption of drivers regularly employed as a commercial vehicle operator for a minimum of 24 months prior to March 31, 1992, from complying with Sections 391.41(b)(1) through (5), (10), and (11). However, such a driver may remain qualified only as long as an examining physician determines, during the biennial medical examination required in Section 391.45, that the existing medical or physical condition that would otherwise render a driver unqualified has not significantly worsened or that another disqualifying medical or physical condition has not manifested. The medical examiner's certificate must display upon its face, the inscription "MEDICALLY UNQUALIFIED OUTSIDE LOUISIANA" when a driver is qualified in accordance with the provisions stated herein. The grandfather exemptions were discontinued on August 31, 1994.**
- 5. When applicable, the words "Louisiana Department of Public Safety and Corrections" and/or "Office of State Police" are substituted where "U.S. Department of Transportation", "Federal Highway Administration," "Federal Highway Administrator," "Director," "Bureau of Motor Carrier Safety," or "Office of Motor Carrier Safety" appear.**
- 6. When applicable, substitute the compatible Louisiana Department of Public Safety and Corrections forms or procedures, where special U.S. Department of Transportation forms or procedures are specified or required, if such are required by the State.**


Colonel Michael D. Edmonson, Superintendent
Louisiana State Police

8/11/16

Date

**FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)**

OVERVIEW

All organizations that receive Federal Motor Carrier Safety Administration (FMCSA) financial assistance funds are subject to the administrative and financial standards set forth in the relevant Code of Federal Regulation (CFR) sections and Office of Management and Budget (OMB) Circulars. The CFR sections and OMB Circulars that apply to recipients of Federal grant funds are:

- [2 CFR 215](#), “Uniform Administrative Requirements for Grants and Cooperative Agreement with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations (OMB A-110)”
- [2 CFR 220](#), “Cost Principles for Educational Institutions (OMB A-21)”
- [2 CFR 225](#), “Cost Principles for State, Local, and Indian Tribal Governments (OMB A-87)”
- [2 CFR 230](#), “Cost Principles for Non-Profit Organizations (OMB A-122)”
- [49 CFR Part 18](#), “Transportation – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments (OMB Circular A-102 codified at 49 CFR Part 18)”
- [OMB Circular A-133](#), “Audits of States, Local Government, and Non-Profit Organizations”

PURPOSE

The purpose of this Administrative Capabilities Questionnaire (ACQ) is to provide organizations seeking FMCSA grant funds with a tool to assess their ability to successfully manage Federal grant funds against administrative and financial standards. If an organization’s policies and procedures do not fully comply with the requirements in the ACQ, the organization may need revised or new policies in order to comply with Federal financial management standards.

SUBMISSION INSTRUCTIONS

Please complete and sign the ACQ and include it as part of your organization’s application for FMCSA grant funds. One ACQ is needed each Federal fiscal year; therefore, you need only attach one copy to a single FMCSA announcement. FMCSA will retain the ACQ and verify that your organization has the ACQ on file if you choose to apply to multiple FMCSA grant announcements. If you have questions pertaining to the ACQ, please contact the FMCSA Grants Management Office:

By E-mail:

FMCSA_GrantMgmtHelpdesk@dot.gov, or

By Telephone:

(202) 366-0621

Office hours are from 9 a.m. to 5 p.m., Eastern Time, Monday through Friday, except Federal holidays.

**FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)**

PART I – Contact Information		
1.	Dun and Bradstreet Data Universal Numbering System (DUNS) Number for your Organization	137518580
2.	Organization legal name associated with the DUNS	Department of Public Safety and Corrections, Public Safety Services, Office of State Police
3.	Address associated with your DUNS Number	7979 Independence Blvd. Baton Rouge, LA 70806
4.	Name of the primary application point of contact (POC) for the information contained in the ACQ	Lt. Adrian Kelleher
5.	POC Phone Number	225-925-6113 Ext. 234
6.	POC E-mail Address	Adrian.Kelleher@la.gov

PART II – General Information and Assurances		
1.	Is your organization in compliance with applicable Anti-Lobbying Policies included in Lobbying Form GG and, if applicable, the SF-LLL Disclosure of Lobbying Activities?	Yes
2.	Have any key personnel listed in the application for your organization been debarred or suspended from participation in Federal assistance programs?	No
3.	Please identify any court judgment, compliance review deficiency, and/or complaint investigation finding relating to Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities (to include the Federal-Aid Highway Act of 1973, Title IX of the Education Amendments of 1972, Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, Americans with Disabilities Act of 1990, Executive Order #12898 (Environmental Justice) and Executive Order #13166 (Limited English Proficiency)) within the last five years from the beginning of the Federal fiscal year (October 1) under the announcement in which you are applying.	N/A
4.	Does your organization maintain a Drug-Free Workplace (41 U.S.C. Sec. 701 et seq.) and implementing regulations (49 CFR Part 32)?	Yes

**FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)**

PART III – Audit History		
1.	Is your accounting system accrual based or cash based?	Accrual
2.	Is your accounting system manual, automated, or a combination?	Automated
3.	Has an audit been performed on the organization's financial statement?	Yes
4.	What was the audit opinion?	To Be Determined
5.	If your organization has expended more than \$500,000 in Federal grant funds within the last year, has OMB A-133 Audit been performed?	Yes
6.	If yes, were there any major findings?	To Be Determined
7.	In no, please explain why an audit was not performed.	N/A
8.	If your organization was subject to any other audits in the last two years (e.g., Office of Inspector General (OIG), programmatic, State) please describe whether or not there were audit findings.	State – GOHSEP – No Findings

PART IV – Administrative Capability			
Instructions: Mark the appropriate box to the right for each item. If your organization meets the requirement, mark the box in the "Yes" column. If your organization does not meet the requirement described, mark the box in the "No/Explain" column. If applicable, provide explanations in the "No/Explain" column or in an attachment.			
Capability Title		Yes	No/Explain
Financial Management (2 CFR Part 200 Subpart E Cost Principles)			
1.	Does your organization provide procedures for determining the reasonableness, allocability and allowability of costs in accordance with the applicable cost principles?	√	

FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)

PART IV – Administrative Capability			
Instructions: Mark the appropriate box to the right for each item. If your organization meets the requirement, mark the box in the “Yes” column. If your organization does not meet the requirement described, mark the box in the “No/Explain” column. If applicable, provide explanations in the “No/Explain” column or in an attachment.			
Capability Title		Yes	No/Explain
2.	Does your organization provide for effective control and accountability for all grant cash, real and personal property, and other assets?	√	
3.	Does your organization provide accurate, current, and complete disclosure of the financial results of the financially assisted activities required by the financial reporting requirements of the grant?	√	
4.	Does your organization permit preparation of reports required by the applicable statutes and regulations?	√	
5.	Does your organization permit the documentation of funds to a level of expenditure adequate to establish that funds have not been expended in violation?	√	
6.	Does your organization contain information pertaining to grant awards and authorizations, obligations, unobligated balances, assets, liabilities, expenditures, and income sufficient to identify the source and application of funds provided for financially-assisted activities?	√	
7.	Does your organization have an approved indirect cost rate with the Federal Government that covers the entire proposed period of performance for the grant application?		√ – Indirect costs are not claimed

**FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)**

PART IV – Administrative Capability			
Instructions: Mark the appropriate box to the right for each item. If your organization meets the requirement, mark the box in the “Yes” column. If your organization does not meet the requirement described, mark the box in the “No/Explain” column. If applicable, provide explanations in the “No/Explain” column or in an attachment.			
	Capability Title	Yes	No/Explain
Procurement Standards 2 CFR § 200.317 through § 200.326 (as applicable to entity type)			
1.	When procuring property, including equipment and services under grants, does your organization’s contract administration system thoroughly document and inventory all equipment purchased with grant funds?	√	
2.	Does your organization provide controls to ensure safeguards against loss, damage, or theft of the property?	√	
3.	Does your organization provide adequate maintenance of the property?	√	
4.	Does your organization follow written procurement procedures which (1) avoid unnecessary purchases; (2) provide an analysis of lease and purchase alternatives; and (3) provide a process for soliciting goods and services that maximizes competition to obtain good value?	√	
5.	Does your organization define equipment as property that is non-expendable, tangible personal property having a useful life of more than one year and is an acquisition cost valued at \$5,000 or the lesser of the capitalization level established by the State or local government?	√	

FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)

PART IV – Administrative Capability			
Instructions: Mark the appropriate box to the right for each item. If your organization meets the requirement, mark the box in the “Yes” column. If your organization does not meet the requirement described, mark the box in the “No/Explain” column. If applicable, provide explanations in the “No/Explain” column or in an attachment.			
Capability Title		Yes	No/Explain
Personnel			
1.	Does your organization maintain written standards of conduct governing the performance of employees engaged in the award and administration of contracts (e.g., conflict of interest forms)? (2 CFR Part 200.318)?	√	
2.	Does your organization maintain a personnel system which provides for the submission of personnel activity reports on the activities of each employee whose compensation is charged to an assistance agreement? (2 CFR Part 200.430 , 2 CFR 225 Appendix B, 8.h.(5) and 2 CFR 230 Appendix B, Section 8.m as applicable)?	√	
3.	Are your organization’s fringe benefits applied reasonably and consistently to all grants and identified by individual employee or allotted by a fringe benefit rate?	√	

FMCSA Administrative Capability Questionnaire (Self Certification Form)
For State and Local Governments and Non-Profit Organizations
(Fiscal Year 2017)

PART IV – Administrative Capability		
Instructions: Mark the appropriate box to the right for each item. If your organization meets the requirement, mark the box in the "Yes" column. If your organization does not meet the requirement described, mark the box in the "No/Explain" column. If applicable, provide explanations in the "No/Explain" column or in an attachment.		
Capability Title	Yes	No/Explain
Sub-Award System (2 CFR §200.92, §200.201)		
1. Does your organization's sub-award administration system meet Federal requirements?		N/A - No sub-recipients
2. Does your organization maintain written procedures outlining sub-grantee responsibilities and include clauses required by Federal statute and EO's and their implementing regulations?		N/A - No sub-recipients

PART V - CERTIFICATION AND SUBMISSION

CERTIFICATION OF APPLICANT'S AUTHORIZED REPRESENTATIVE (REQUIRED):

I certify that the statements I have made on this form and all attachments thereto are true, accurate, and complete.

Name Adrian Kelleher

Title Lieutenant

Signature LT. [Signature] 1323

Date 07/31/16

By signing this ASSURANCE, The Louisiana Department of Public Safety, Office of State Police also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Louisiana Department of Public Safety, Office of State Police gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on Louisiana, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

The Louisiana Department of Public Safety, Office of State Police
(Name of Recipient)

by


(Signature of Authorized Official)

DATED

8/11/16



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

November 29, 2016

In Reply Refer To: MC-CR
FY 2017 Pre-Award LADPS

Colonel Michael D. Edmonson, Superintendent
Louisiana Department of Public Safety and Corrections
P.O. Box 94304
Baton Rouge, LA 70804-9304

Dear Mr. Edmonson:

We are in receipt of the Louisiana Department of Public Safety and Corrections's (LADPS) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. While the Title VI Program Compliance Plan is not a FMCSA Notice of Funding Availability (NOFA) Title VI Program requirement for Fiscal Year (FY) 2016, it will be an FMCSA NOFA Title VI Program requirement for FY 2017. FMCSA's Office of Civil Rights is using FY 2016 to work with all FMCSA Grant Applicants to ensure that each Grant Applicant has an approved FMCSA Title VI Program Compliance Plan for FY 2017.

We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the LADPS's Title VI Program Compliance Plan. We do request that the LADPS notify FMCSA's Office of Civil Rights should it sub-award FMCSA funds and/or be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the LADPS to ensure that the Title VI Program Compliance Plan is updated with the additional information.



Regarding the future use of the Title VI Program Compliance Plan, the LADPS will be ready to submit the approved Plan with the applicable FY 2017 FMCSA Grant NOFA at the appropriate time. The only update that will be necessary to the approved Title VI Program Compliance Plan will be to update the signature and date on the Policy Statement and Assurance and include any procedural changes that may have taken place in the interim.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the LADPS is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the LADPS is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,

Kennie J. May, Sr.
Director
Office of Civil Rights

Cc: Kimberly Callaway, Attorney, Louisiana DPS/Office of Motor Vehicles
William Norris, Division Administrator, Louisiana Division Office
Jonathan Weiner, State Programs Specialist, Louisiana Division Office