

PENNSYLVANIA

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

Date of Approval: Jan 12, 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.

It is the mission of the Pennsylvania State Police (PSP) to promote commercial motor vehicle (CMV) safety through a strategy of education, regulatory oversight, and enforcement in an effort to reduce truck and bus crashes on our highways.

In achieving this mission, the PSP is aided by the enforcement efforts of the Pennsylvania Public Utility Commission and select municipal police departments. The PSP is the Lead Agency and the only one funded by the Basic and Incentive portion of the grant. While local municipal agencies and the Public Utility Commission (PUC) participate in various statewide roadside inspections throughout the year, they are not funded through the Basic and Incentive portion of the grant.

Through sustained roadside inspections, enforcement activity and public outreach education presentations, Pennsylvania continues to strive to reduce the number of large truck and bus fatalities.

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 Motor Carrier Safety Assistance Program (MCSAP) in Pennsylvania is largely comprised of personnel from the PSP, however, inspectors from the PUC and select municipal police agencies play a supplementary enforcement role. A total of 700 Troopers/certified inspectors perform MCSAP roadside inspections in Pennsylvania. PSP inspectors are funded through the Basic MCSAP Grant; however, the PUC and municipal agencies are unfunded.

The PSP has 382 MCSAP certified Troopers and Motor Carrier Enforcement Supervisors/Officers and serves as the MCSAP Lead Agency. Two Motor Carrier Enforcement Specialists, one Motor Carrier Enforcement Supervisor and three Motor Carrier Enforcement Officers are currently trained to conduct compliance reviews in the state. Thirteen administrative individuals administer the MCSAP program from the Commercial Vehicle Safety Division which includes Data Q's, crash reports, certification of inspection reports, financial management, quarterly voucher documentation, vehicle and equipment inventory, supplies for field personnel and information technology support. PSP has requested an additional Clerk Typist in the state budget process for the July 1, 2017 - June 30, 2018 period. It is unknown whether the position will be approved; however, we have accounted for the position in this budget period.

The PUC and municipal police departments account for 34 and 284 certified MCSAP inspectors, respectively. The annual certification period for all MCSAP inspectors in Pennsylvania is based on a calendar year (January 1-December 31), and as a condition of maintaining certification, each inspector must attend a minimum of eight hours of annual refresher training. The PSP and PUC each conduct update training conferences that range from three to five days.

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:

Each PSP Commercial Vehicle Enforcement (CVE) team is comprised of at least one enlisted Trooper who has received extensive training in the detection of impaired drivers while attending the State Police Academy. Familiarization training is provided to Motor Carrier Enforcement Supervisors/Enforcement Officers through annual MCSAP update training sessions.

Each PSP Commercial Vehicle Enforcement (CVE) team has been issued a portable breath tester for screening drivers believed to be under the influence of alcohol or controlled substances. Further, each PSP field installation is equipped with additional breath testing equipment and/or resources to aid in the enforcement of restrictions on the use of alcohol/controlled substances while driving. Finally, MCSAP personnel can utilize the services of PSP Drug Recognition Experts (DRE) at each of our installations. DREs are trained to determine if a driver is under the influence of illegal drugs, prescription drugs or any other substance that impairs a person's ability to safely operate a vehicle.

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

PSP operational guidelines require officers to check for operating authority during every inspection and to place vehicles out of service when such authority is lacking. These guidelines are reinforced during annual update training and through our quarterly newsletter. This topic is further expanded upon in the Out of Service Enforcement Section.

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: Other See Narrative Section - Various Goals by FY

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2014	09/30/2015	169	145	146
10/01/2013	09/30/2014	163	4616	5652
10/01/2012	09/30/2013	169	5052	3625
10/01/2011	09/30/2012	180	5374	3775
10/01/2010	09/30/2011	173	4832	4757

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

FY 11 - FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 5/30/14, including crash records through 1/31/14. FY 12 - FY 15 - FMCSA MCMIS data snapshot as of 6/24/16, including crash records through 2/29/16.

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

FY 15 Goal: Reduce the number of fatal large truck and bus crashes.

FY 14 Goal: Reduce the number of fatal and non-fatal large truck and bus crashes.

FY 11-FY 13 Goal: Reduce the number of fatal and non-fatal large truck crashes.

Beginning in late 2012 (FY13), the Federal Motor Carrier Safety Administration (FMCSA) noted that Pennsylvania State Police (PSP) data submissions appeared to be under-reporting non-fatal commercial vehicle crashes. Subsequent to a lengthy review of the raw crash data, it was discovered that the software program (updated in 2011) used by the Pennsylvania Department of Transportation (PennDOT) was not correctly identifying all commercial vehicle crashes. These crash records would be pulled for the weekly submission to the PSP Commercial Vehicle Safety Division (CVSD). PSP CVSD would then process the crash records and upload the records to FMCSA. As several other states were experiencing a similar issue, PSP CVSD began a review of possible solutions to the under-reporting. As part of this review, raw data from PennDOT's 2012 crash records were reviewed. Over 2000 potential crashes were identified as having not been processed. A sampling was processed by PSP CVSD staff who discovered that all the crashes should have been included in the weekly download of crash records from PennDOT. In early 2014, PSP CVSD met with PennDOT and was able to quantify the problem and an eventual software solution was identified and implemented beginning in mid-August 2014. It was decided to have PennDOT re-run all the crash records from January 1, 2014 through the date of the software update. A file of 1,845 previously unidentified 2014 commercial vehicle crashes was transferred and PSP CVSD personnel completed processing those crashes by the end of 2014. With completion of the list and the ongoing use of the new software at PennDOT, the non-fatal completeness numbers do fall within a normal range. PSP CVSD will continue to monitor changes in the software at PennDOT so the problem does not re-occur.

In FY 11 - FY 13, we did meet our goals of reducing the number of fatal and non-fatal large truck crashes in Pennsylvania. However, even though the number of crashes were reduced, the average number of fatalities that occurred during this three year period was 174.

In FY 14, the crash records identified through the review of PennDOT crash data were transferred to PSP for processing and uploaded accordingly. Our goal by reducing the number of fatal and non-fatal large truck and bus crashes was not met in FY 14; however, the number of fatalities were reduced by 11 over the three-year average number of fatalities in FY 11 - FY 13.

In FY 15, the number of fatal large truck and bus crashes were reduced from 155 to 146. However, the fatalities jumped from 163 to 169.

According to U.S. Department of Transportation, Federal Highway Administration, Traffic Volume Trends, Travel on all roads and streets has increased since 2014.

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

Instructions:

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

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

Goal measurement as defined by your State: Other See Narrative

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2014	09/30/2015	14	12	12
10/01/2013	09/30/2014	16	929	849
10/01/2012	09/30/2013	14	962	805
10/01/2011	09/30/2012	15	917	925
10/01/2010	09/30/2011	15	272	262

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

FY 11 FMCSA MCMIS (5/30/14 data snapshot, including crash records through 1/31/14). FY 12-15 FMCSA MCMIS (6/24/16 data snapshot, including crash records through 2/29/16).

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

In FY 11, our goal was made more specific and was to reduce the number of fatal and non-fatal bus crashes occurring in the state's 13 high crash counties. After meeting our high crash county goal, our goals in FY 12 - FY 14 again became that of reducing the number of fatal and non-fatal bus crashes throughout the state. With the exception of FY 12, Pennsylvania met or exceeded its goals. In FY 13, Pennsylvania reduced the number of such crashes by 17%, and in FY 14, we reduced the number of these crashes by 8%.

In FY 15, we met our goal of reducing the number of fatal passenger vehicle crashes along with the number of fatalities associated with the 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: Other

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2014	09/30/2015	7		
10/01/2013	09/30/2014	9		
10/01/2012	09/30/2013	9		
10/01/2011	09/30/2012	8		
10/01/2010	09/30/2011	9		

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

MCMIS run date 8/26/16.

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

In FY 10, PA established a hazardous materials reduction goal. However, it was not based on the number of fatalities. In FY 10, our goal was to decrease the number of placarded CMV's involved in fatal and non-fatal crashes over the previous 5 year average. In both instances, our goals were met and exceeded. With no identified hazmat transportation issues, hazardous materials reduction goals have not been established since.

Although no identified hazmat transportation reduction goals have been established in several years, we will conduct two statewide Safe Transportation of Placarded Vehicles (S.T.O.P.) operations in FY 17.

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

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

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

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	17219	20448
10/01/2013	09/30/2014	16425	19738
10/01/2012	09/30/2013	16903	20234
10/01/2011	09/30/2012	20548	25918
10/01/2010	09/30/2011	19084	24576



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:

Number of CMV Traffic Enforcement Stops with an Inspection: FY 11 - FMCSA MCMIS data snapshot as of 4/24/15. FY 12 - FY 15 - FMCSA MCMIS data snapshot as of 6/24/16. No Basic or Incentive Federal Funding is spent to conduct CMV traffic enforcement stops without an inspection or for Non-CMV traffic enforcement stops.

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:**

During FY 16, Pennsylvania partnered with motor carrier associations, motor carriers, and various other companies/businesses to provide carrier safety talks, CMV Safety Belt Education and Outreach literature, attended state trucking association meetings, outreach events and local educational safety events.

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

65 Public Education and Outreach Awareness Activities

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

FY 16 (Year to Date Numbers are from 10/1/15 - 6/30/16) - 127 public educational presentations were provided to approximately 3,656 individuals. As of this date, we have well exceeded the number of educational forums set forth in our goal of a total of 65.

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

None

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.**

CMV Traffic Enforcement And MCSAP (T.E.A.M.) - conduct at least two statewide initiatives. Level III Training Program - Train and Certify 50 more patrol Troopers in the conduct of driver only/Level III inspections.

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

Increase the number of CMV traffic enforcement inspections by 30% (5,483) over the average number of inspections conducted from FY 10 - FY 13 (18,278). Goal = 23,761

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

FMCSA MCMIS data snapshot as of 6/24/16 for FY 16 indicates that the total number of traffic enforcement inspections to date is 14,046. We have trained/certified 134 Level III Inspectors.

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

While FY 16 is not over until 9/30/16, we are making progress towards achieving our goal of 23,761.

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:

Pennsylvania experienced a slight decrease in the number of fatal large truck and bus crashes in FY 15 (146) compared to FY 14 (154). While the number of fatal large truck and bus crashes decreased, the number of fatalities resulting from crashes increased from 163 in FY 14 to 169 in FY 15.

Enter Data Source Capture Date:

06/24/2016

Enter Data Source:

FMCSA MCMIS data snapshot including crash records through 2/29/16.

Enter Crash Reduction Goal

Reduce the number of fatal large truck and bus crashes in FY 17 by 3.42% (5) over FY 15 (146). Goal = 141.

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.

Conduct the following enforcement activities/initiatives:

CMV Seatbelt And Fatigue Enforcement (S.A.F.E.) Driver - Conduct at least six statewide CMV S.A.F.E. Driver initiatives during FY 17 to target unsafe driver behaviors such as hours of service violations, qualification of drivers, and seat belt usage.

CMV Focusing on Cellular User Safety (F.O.C.U.S.) - Conduct at least two statewide CMV F.O.C.U.S. initiatives during FY 17 to target drivers using cell phones while operating a CMV.

CMV Traffic Enforcement And MCSAP (T.E.A.M.) - Conduct monthly statewide CMV T.E.A.M. initiatives during FY 17 to focus enforcement on identifying moving violations which often contribute to CMV crashes.

Operation Airbrake - Pennsylvania will participate in two statewide operations in FY 17. These unannounced brake safety inspections are organized by CVSA at designated times during the year.

Roadcheck - Pennsylvania MCSAP agencies will participate in operation Roadcheck. This three-day around the clock CVSA operation will occur across Pennsylvania during the specified time period.

Operation Code Refrigerated Enforcement Detail (R.E.D.) - Conduct at least two details in FY 17. The purpose of this detail is to focus roadside MCSAP enforcement on those commercial vehicles which transport perishable foods.

Commercial Motor Vehicle (CMV) Safe Transportation of Placarded Substances (S.T.O.P.S.) Project - Conduct at least two projects in FY 17. This project will focus roadside inspections on commercial motor vehicles that transport hazardous materials.

Top Four High Crash Areas (Specific Troops) as identified with the most recent crash data available when FY 17 grant is expended. PSP will identify the current high crash areas of the Commonwealth in order to fund details in those specific high crash areas.

Waste Hauler Inspection Program (WHIP) - Pennsylvania will conduct monthly operations focusing on waste haulers in the state. These operations are usually conducted in conjunction with Pennsylvania Department of Environmental Resources. No federal funding is used for these operations.

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.

Our progress will be monitored quarterly by evaluating the number of MCMIS fatal large truck and bus crashes using the Crash Query Tool summary statistics for large trucks and buses along with the number of enforcement initiatives conducted.

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:

FMCSA MCMIS data snapshot as of 6/24/16.

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Deploying Core CVISN	Yes
PRISM	step 7	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.

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.

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.

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.

Pennsylvania witnessed a decrease in the number of fatal passenger vehicle crashes in FY 15 (12) compared to FY 14 (16). During FY 15 - 7,045 roadside inspections were completed on passenger vehicles.

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

Reduce the number of fatal passenger vehicle crashes by 9.09% (1) in FY 17 over FY 15 (12). Goal = 11.

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.

Motor Coach Details – During FY 17, select PSP Troops, PUC and both the Pittsburgh and Philadelphia Police Departments will conduct coordinated motor coach inspection details at destination locations across the state. Weigh station signage in Pennsylvania now requires all buses to enter when these facilities are active. This change improves our ability to screen passenger vehicles for safety violations while in transit.

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.

Our progress will be monitored quarterly by evaluating the number of MCMIS fatal bus crashes using the Crash Query Tool summary statistics along with the number of enforcement initiatives conducted.

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%:	33
Enter your State's OOS Catch Rate percentage if below 85%:	33

Performance Objective: Enter performance objective(s).

Raise the percentage of carriers ID-d during roadside inspections from the current level 33.33% to at least 85%. The percentage measured is based on the Imminent Hazard and Unsat = Unfit Only.

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.

Effective July 1, 2015, MCSAP certified municipal officers in Pennsylvania must have roadside internet accessibility as a condition of their continued participation in our program. This requirement, coupled with Query Central, ensures these officers have access to up-to-date federal out of service (OOS) data while performing inspections. In 2015, PSP also deployed a smart roadside trailer system to automatically query USDOT numbers through the PRISM target file in an effort to further improve our ability to identify carriers operating under federal out of service orders. Pennsylvania's policy remains that officers shall check for federal out of service during every inspection. This requirement is reinforced through annual update training and in our quarterly newsletter.

Quarterly email updates regarding OOS data will be sent to all MCSAP certified personnel statewide via the Commercial Vehicle Safety Division email resource account. This email account also forwards all of the latest notices received by FMCSA.

Troop Coordinator's Meeting - We will expand, reinforce importance and significance, how to use best methods to check and identify an OOS carrier and how to document on inspection report.

Promote the use of Query Central Application or using Query Central through laptop as the primary means for checking the carrier status. When any other method is used to check besides Query Central, inspector will be required to make a check on station on Query Central prior to the end of their shift and if an OOS carrier is identified, edit the inspection report to reflect the violation. Work with Information Technology to incorporate a mandatory field on the inspection report to indicate that a check of the carrier has been conducted. Entry into this field will be required before the inspector can complete the report.

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.

Each month, PSP receives a report from the FMCSA regarding inspections conducted on OOS carriers where the OOS violation was not identified. PSP will continue to conduct follow-up on those inspections and require officers to submit documentation on what efforts were or were not taken to verify a carrier's OOS status.

A tracking system will be developed for the purpose of identifying officers who fail to document OOS carriers. Officers with repeated instances will receive individual remedial training and other potential actions as necessary, up to and including being removed from the MCSAP program.

5 - Hazardous Materials Transportation Safety

Instructions:

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

Check this box if:

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

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Traffic Enforcement Activity

Problem Statement Narrative: Describe problem identified by performance data.

Nationwide and state crash data analysis consistently points to driver behavior as a primary cause of most traffic crashes. In FY 15, the number of Pennsylvania CMV traffic enforcement inspections (17,219) increased by 4.82% over the number of such inspections conducted in FY 14 (16,427).

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

Continue to increase the number of CMV traffic enforcement inspections by 6% (1,011) over the average number of such inspections conducted from FY 13-FY 15 (16,850). Goal = 17,861

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).

CMV T.E.A.M. – Conduct monthly statewide CMV T.E.A.M. initiatives during FY 17. This initiative directs roadside inspections towards drivers having committed moving traffic violations which often contribute to commercial motor vehicle crashes. Level III Training Program - PSP will continue an initiative to train and certify additional patrol Troopers to conduct driver only / Level III inspections. Without the training needed to conduct vehicle inspections (Level I or II), these officers will be free to focus their efforts on CMV traffic enforcement violations while on routine patrol. Level III only training can be completed with much less of an investment and will result in more of our complement capable of documenting CMV traffic enforcement violations on inspection reports.

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.

Monitor the increase in the number of inspections involving a CMV traffic enforcement violation located on FMCSA, Analysis and Information Online - Pennsylvania Traffic Enforcement Activity Summary.

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.

Pennsylvania's roadside inspection program is largely comprised of inspectors employed by the PSP which employs 94 personnel that perform roadside inspections on a full-time basis. These inspectors are grouped into 30 CVE teams that work at various locations within their assigned areas of coverage (generally two or more counties). Work assignments are approved by a supervisor within each troop. Locations include weigh stations/rest areas along interstates and other rural roads, as well as other mobile inspection locations where MCSAP inspection efforts would be beneficial due to unique circumstances. These circumstances include, but are not limited to, unique terrain areas such as hazardous grades, areas where CMV crashes are occurring, and high volumes of CMV traffic and/or complaints are occurring.

These efforts are supplemented by 288 PSP Troopers and Motor Carrier Specialists who perform roadside inspections on a part-time basis. These officers generally conduct their inspections during various statewide or troop-level MCSAP details.

To increase the number of inspections conducted based on traffic stops for moving violations, PSP recently certified 134 Patrol Troopers to conduct Level III - driver only inspections. These 134 Patrol Troopers are a part of the 288 personnel that perform roadside inspections on a part-time basis. Additionally, the efforts of the PSP are supported by 34 MCSAP certified personnel in the PUC along with 284 such personnel employed by municipal police agencies.

To monitor program effectiveness and consistency, the state is continually evaluating the performance of MCSAP personnel by conducting quality control reviews of MCSAP reports. These quality control reviews ensure proper reporting of violations, enforcement actions and application of the out of service criteria. Further, by reviewing these inspection reports in combination with PSP personnel time records we are able to monitor the effectiveness of the officers performance. Identified deficiencies are addressed through troop level supervisor and during annual update training.

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: PENNSYLVANIA STATE POLICE

Enter the total number of certified officers in the Lead agency: 382

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	14508	624	1550	16682	20.41%
Level 2	28007	2184	2943	33134	40.54%
Level 3	30034	402	600	31036	37.97%
Level 4	74	0	2	76	0.09%
Level 5	137	0	668	805	0.98%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	72760	3210	5763	81733	

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:	212
Enter the total number of non-funded certified officers:	318

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: PENNSYLVANIA STATE POLICE					
# certified officers: 382					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 212					
# certified officers: 318					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	14508	624	1550	16682	20.41%
Level 2	28007	2184	2943	33134	40.54%
Level 3	30034	402	600	31036	37.97%
Level 4	74	0	2	76	0.09%
Level 5	137	0	668	805	0.98%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	72760	3210	5763	81733	

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.

During every statewide detail, at least one MCSAP certified Trooper in each Troop is assigned to a roving patrol aimed at targeting traffic enforcement violations by commercial motor vehicles. At least twice each year, CMV T.E.A.M (Traffic Enforcement And MCSAP) is also utilized to specifically target moving violations committed by commercial drivers. All traffic stops are then followed by a Level III (minimum) roadside inspection. In an effort to further our traffic enforcement efforts, PSP undertook a new training program to train more patrol Troopers in Level III (driver only) inspections with emphasis placed on traffic enforcement inspections. Since 2014, 134 patrol troopers received Level III training. In addition to the traffic enforcement efforts of MCSAP certified personnel, non-MCSAP patrol Troopers routinely stop commercial motor vehicles on a daily basis for infractions of the state's vehicle code. While these traffic stops are not followed by inspection and are not funded by our MCSAP grant, these stops further our cause of commercial motor vehicle safety. Traffic enforcement (with and without inspection) are routinely conducted along high-crash corridors determined by each Troop based upon local crash analysis.

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	17861
<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)	10

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

As of 7/13/16, Pennsylvania conducted 38 compliance reviews for FY 16 in furtherance of our goal to maintain a statewide compliance review program. One additional full-time compliance review officer was hired during FY 16. The goal set for FY 17 will be a total of 108 compliance reviews.

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.

During FY 17, each part-time compliance review officer (3) will be required to conduct the minimum number of reviews to maintain proficiency and certification (6). In addition, PSP has trained three full-time compliance review officers and each will be required to do 30 compliance reviews in FY 17. Of the projected total of 108 reviews, at least 10 will be passenger carriers reviews conducted by these officers. In addition, at least 10 of the projected total will be hazmat carriers with an emphasis on those carriers who utilize cargo tanks in their businesses.

The compliance review coordinator/supervisor will continually monitor the compliance review targeted carriers to ensure priority is placed on those carriers transporting hazmat and cargo tanks.

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).

The number of compliance reviews conducted will be monitored and reported using MCMIS data on both a quarterly and annual basis in order to make sure we are progressing towards our goal of 108 compliance reviews in FY 17.

Each officers reports are reviewed for quality control to make sure violations are documented correctly and the accuracy of the numbers associated with the violations discovered are according to policy and procedures. If discrepancies are discovered, the reports are corrected and re-uploaded before being processed by FMCSA.

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

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

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

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused		80
Passenger CSA On-Site Focused		9
HM CSA On-Site Focused		9
CSA On-Site Focused Investigations Sub-total	0	98
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive		8
Passenger CSA On-Site Comprehensive		1
HM CSA On-Site Comprehensive		1
CSA On-Site Comprehensive Sub-total	0	10
CSA Investigations (all Types) Total	0	108
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	0	108

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

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety 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.:

Provide Pennsylvania law enforcement partners, industry representatives and CMV drivers with comprehensive overview of the Federal Motor Carrier Safety Regulations and safety programs.

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 checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	5
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	3
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	2
<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.

Seat belt literature is distributed during scheduled CMV S.A.F.E. Driver projects in order to promote increased seat belt usage.

Each month, PSP Troops will report the number of public education and awareness activities presented throughout the state. Requests for presentations are received by each troop and handled at the troop level. The Commercial Vehicle Safety Division personnel also conduct many presentations monthly that are requested.

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):

The PA Education and Outreach Report will be updated accordingly in order to monitor the number of presentations conducted by PSP personnel at the troop level and the Commercial Vehicle Safety Division.

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:

Pennsylvania Public Utility Commission (PUC)

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 PUC will conduct approximately 1600 Interstate New Entrant Safety Audits by utilizing approximately 21 Officers who will work a combined minimum average of 40% of their regular work hours. Of the 1600, PUC will complete approximately 1200 Offsite and 400 Onsite Audits during regular work hours as well as during overtime hours. PUC will conduct approximately 1000 non-audit resolutions on carriers located within the New Entrant Inventory. PUC will conduct approximately 100 driver/vehicle inspections in conjunction with assigned Onsite Safety Audits and approximately 475 driver/vehicle inspections on Non-New Entrant Carrier vehicles to retain the required Driver/Vehicle Inspection Certifications. PUC will conduct up to 4 group audits (blitz activities) which will take place at a specific time and location to reduce the number of outstanding audits in high inventory areas.

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.**

PUC will utilize approximately 21 New Entrant certified Officers, 1 full time Program Administrator, 1 Program Manager and 1 Administrative Officer in the administration of this program. The 21 New Entrant auditors will perform

New Entrant audits and audit related activities at a combined minimum average of 40% of their regular work hours. The full time Program Administrator will perform all assigned administrative duties associated with the New Entrant program as well as any other duties/activities that would benefit the New Entrant Program. The Program Manager and Administrative Officer will dedicate approximately 5 percent (5%) of their regular working hours to complete New Entrant administrative and budget activities. We project that 5 Officers will be sent to all required certification trainings (NAS A & B, General Hazardous Materials and New Entrant Safety Auditor trainings) to become certified as New Entrant Officers during this grant period. These Officers may be in addition to the current complement but at a minimum would replace those lost by retirement or reassignment.

PUC will conduct 1600 Interstate New Entrant safety audits; approximately 75% percent of these audits will be conducted Offsite with the other 25% conducted at the carrier's place of business or other designated location. In the completion of the approximated 400 Onsite Audits, overtime will be utilized. Overtime will also be utilized during Group Audits where more than one audit will be completed during a single work period. These group audits will assist in the reduction of travel time costs and our overall goal and objectives.

PUC will conduct approximately 1000 non-audit resolutions. Resolutions are completed by the New Entrant Officers and the Program Administrator.

PUC will conduct approximately 575 driver/vehicle inspections. Of those, approximately 100 driver/vehicle inspections may be completed in association with a New Entrant safety audit. All other may be conducted on Non-New Entrant Carriers on roadside or at a carrier's terminal. These inspections will be used to assist in the auditing process and also for Officers to retain the required Inspection Certifications as a New Entrant Auditor.

The Program Administrator will conduct annual refresher trainings of all New Entrant officers to review changes in policy, procedure and regulation as well as training that are required to remain Certified Driver/Vehicle Inspectors. General information updates will be forwarded to all officers upon receipt from FMCSA. This training may also be provided by FMCSA staff.

The Program Manager, Program Administrator and/or other PUC state staff will be attending scheduled/unscheduled trainings, meetings and other activities which would benefit the New Entrant Program and staff within our State. Presentations may also be conducted by New Entrant Staff which would relate to the New Entrant/MCSAP Programs and the education of the carrier/enforcement communities.

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.

PUC New Entrant Program Administrator will review safety audit reports and assignments for quality, completeness and accuracy throughout each month to monitor progress toward the program goal and objectives. The Program Administrator will hold weekly meetings with the PUC Program Manager and bi-weekly meetings with the PUC Administrative Officer to review the program, budget and discuss any identified issues. FMCSA reports will be generated and distributed to all participants in the New Entrant program for review of the current status of assignments and to assist in monitoring the timeline requirements to prevent overdue carriers appearing in the inventory.

Vehicle Inspection reports completed by New Entrant officers will be reviewed by their immediate Supervisor for quality, completeness and accuracy. These inspections would be conducted in association with New Entrant audits and also on Non-New Entrant carriers.

The New Entrant Program Administrator will provide monthly reports to the Program Manager and Administrative Officer which identifies statistical information, issues of importance, budgetary concerns and proposals for future plans and/or changes in program activities.

A financial and performance quarterly report will be submitted to the lead agency, Pennsylvania State Police, for review and inclusion in the MCSAP Basic required reporting.

Our progress will be monitored quarterly by evaluating the number of safety audits conducted in order to make sure we are on track to meet our goal of conducting 1600 Interstate Safety Audits in FY 2017.

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)	400	0
# of Safety Audits (Offsite)	1200	0
TOTAL Safety Audits	1600	0
# of Non-Audit Resolutions	1000	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): \$1,703,248.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
MCES	9	100	2080	\$31.41	\$587,995.20	\$499,795.92	\$88,199.28	\$0.00
Motor Carrier Enf. Program Admin.	1	100	2080	\$32.81	\$68,244.80	\$58,008.08	\$10,236.72	\$0.00
Motor Carrier Enforcement Specialists	6	100	2080	\$25.73	\$321,110.40	\$272,943.84	\$48,166.56	\$0.00
IT Generalist	1	100	1950	\$35.52	\$69,264.00	\$58,874.40	\$10,389.60	\$0.00
Clerk Typsts	4	100	1950	\$17.05	\$132,990.00	\$113,041.50	\$19,948.50	\$0.00
Administrative Assistant	1	100	1950	\$26.10	\$50,895.00	\$43,260.75	\$7,634.25	\$0.00
Program Analyst 2	1	100	1950	\$35.03	\$68,308.50	\$58,062.23	\$10,246.27	\$0.00
Motor Carrier Inspector	33	75	2080	\$44.54	\$2,292,919.20	\$0.00	\$0.00	\$2,292,919.20
Motor Carrier Inspector	283	7	2080	\$44.54	\$1,835,261.79	\$0.00	\$0.00	\$1,835,261.79
MCEO	50	100	2080	\$24.93	\$2,592,720.00	\$2,203,812.00	\$388,908.00	\$0.00
Sub-Total Salary					\$8,019,708.89	\$3,307,798.72	\$583,729.18	\$4,128,180.99
Overtime Information								
Overtime	382	59	81	\$60.50	\$1,104,474.69	\$938,803.49	\$165,671.20	\$0.00
Sub-Total Overtime					\$1,104,474.69	\$938,803.49	\$165,671.20	\$0.00
TOTAL PERSONNEL					\$9,124,183.58	\$4,246,602.21	\$749,400.38	\$4,128,180.99

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

The accounting method used by the Commonwealth of Pennsylvania is Accrual. The above box does not hold the check for accrual when saved.

9 Motor Carrier Enforcement Supervisors (MCES's) dedicate 100% time to MCSAP eligible enforcement activities at an average hourly rate of \$31.41.

50 Motor Carrier Enforcement Officers (MCEO's) dedicate 100% time to MCSAP eligible enforcement activities at an average hourly rate of \$24.93.

14 Administrative Personnel (Motor Carrier Enforcement Program Administrator, (1) Motor Carrier Enforcement Specialists (6), Program Analysts (1), IT Generalist (1), Administrative Assistant (1), Clerk Typists (4) in the Commercial Vehicle Safety Division (CVSD) dedicate 100% of their time managing the MCSAP program within the Commonwealth. The administrative personnel handle Data Q's, crash reports, certification of inspection reports, financial management, quarterly voucher documentation, vehicle and equipment inventory, supplies for field personnel and information technology support.

OT for Trooper, Corporal, MCEO, MCES and Motor Carrier Enforcement Specialists and Administrator (382 MCSAP Certified). Of the 382 MCSAP certified inspectors, an average of 225 MCSAP certified participate in statewide operations. When calculating the number of OT hours, the average number of 225 MCSAP certified divided by 382 total MCSAP certified is rounded to 59%. Therefore, the percentage of 59% is used when calculating the OT hours for statewide planned and misc. OT listed below for the grant period.

Average number of OT hours per operation is estimated to be 450 hours (225 individuals x 2 hours per day). The OT will be used for enforcement operations listed in the CVSP as follows: Roadcheck, Air Brake, CMV S.A.F.E. Driver, CMV F.O.C.U.S., Passenger Vehicle Inspections, CMV T.E.A.M., CMV S.T.O.P.S., CODE R.E.D. and High

Crash Areas - Specific Troops based on crash data.

Overtime listed above includes approximately (\$31,692.29) for incidental OT associated with crashes, training, in-state travel and educational outreach presentations.

Motor Carrier Inspectors (Troopers) - 33 - Dedicate a projected 75% of their time performing MCSAP eligible enforcement activities with the CMV TEAMS throughout the state at an average hourly rate of \$44.54. These salaries are calculated as MCSAP eligible MOE Expenditures. Total Salaries - \$2,292,919.20.

Motor Carrier Inspectors (All Remaining Enlisted MCSAP Certified PSP Personnel) - 283 - Dedicate a projected 7% of their time performing MCSAP eligible enforcement activities on the CMV TEAMS throughout the state at an average hourly rate of \$44.54. These salaries are calculated as MCSAP eligible MOE Expenditures. Total Salaries - \$1,835,261.79.

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
MCES	100	\$543,041.78	\$543,041.78	\$461,585.51	\$81,456.27	\$0.00
Motor Carrier Enf. Program Admin.	100	\$62,072.36	\$62,072.36	\$52,761.51	\$9,310.85	\$0.00
Motor Carrier Enforcement Specialists	100	\$319,807.91	\$319,807.91	\$271,836.72	\$47,971.19	\$0.00
IT Generalist	100	\$62,679.40	\$62,679.40	\$53,277.49	\$9,401.91	\$0.00
Clerk Typsts	100	\$164,911.88	\$164,911.88	\$140,175.10	\$24,736.78	\$0.00
Administrative Assistant	100	\$51,738.82	\$51,738.82	\$43,978.00	\$7,760.82	\$0.00
Program Analyst 2	100	\$62,110.30	\$62,110.30	\$52,793.76	\$9,316.54	\$0.00
Motor Carrier Inspector	100	\$1,155,172.69	\$1,155,172.69	\$0.00	\$0.00	\$1,155,172.69
Motor Carrier Inspector	100	\$924,604.89	\$924,604.89	\$0.00	\$0.00	\$924,604.89
MCEO	100	\$2,615,512.19	\$2,615,512.19	\$2,223,185.23	\$392,326.80	\$0.00
Fringe Associated with OT	100	\$497,013.61	\$497,013.61	\$422,461.57	\$74,552.04	\$0.00
Sub-Total Fringe Benefits			\$6,458,665.83	\$3,722,054.89	\$656,833.20	\$2,079,777.58

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

PSP bills for actual fringe benefits. Leave is billed at 100% for all civilians (73) that dedicate 100% of their time to MCSAP and are coded to MCSAP Funding. The percentage provided was an estimate of the average leave used in the past three years that was billed to FMCSA to calculate the fringe benefit amount for salaries listed in the spending plan. For all other administration and field staff PSP covers the cost of all leave which is reflected as part of MOE.

Actual Fringe Benefits - Listed as 100% in Fringe Benefit Rate because the total amount listed is already calculated based on estimated percentages below calculated with salaries.

Current rates provided by PSP Fiscal Office for Estimating Fringe Benefits.

Civilian (MCEO - 50, MCES - 9, Motor Carrier Enforcement Specialists - 6, Motor Carrier Enforcement Program Administrator - 1, IT Generalist - 1, Program Analyst - 1, Administrative Assistant - 1, Clerk Typists - 4).

Social Security - 6.2%; Medicare - 1.45%; SWIF - Worker's Compensation - 3.10%; Leave Payout Assessment - 3.46%; Retirement - 29.95% = **44.16%**

Paid Leave Usage = **15.40%** (Calculated as percentage based on average of three years of MCSAP Grant Funding leave charged). Leave is only billed for 73 positions that dedicate 100% of their time to MCSAP.

Hospital Insurance/Health Benefits - \$817.00 + Life Insurance - \$4.54 = \$821.54 per pay x 26.08 pay dates = \$21,425.76 per employee per year.

Benefit percentage is calculated by adding the 44.16% + 15.40% = 59.56% x Total Salary Costs + \$21,425.76 per employee per pay period x 26.08 pay periods = 100% of the Base Amount/Eligible Fringe Listed. - see example listed below.

Example (MCES - 9 Staff) - Salary for 9 = \$587,995.20 x 59.56% = \$350,209.94 + \$21,425.76 x 9 = \$192,831.84 = Total Fringe Benefits Calculated for 9 MCES positions = \$543,041.81. This calculation is used for all of the above listed Civilian Positions.

OT fringe costs split between enlisted and civilian on percentage basis:

382 Total MCSAP Certified = 100% OT Hours - OT Salary \$1,104,474.69 x 45% Fringe Rate = \$497,013.61. Since fringe for enlisted and civilian are different, we used a rate of 45% when we calculated the fringe costs for OT.

OT Fringe Benefits Enlisted (Trooper, Corporal, Sergeant - 316 part-time and 33 full-time MCSAP certified) calculated on the shift differential and overtime rate of actual charges per employee as follows: Medicare - 1.45%, Retirement - 42.37%, SWIF - Worker's Compensation - 3.10% and Employee Leave Payout Assessment - 3.46%. Total Fringe Benefits on OT for Enlisted is 50.38%.

OT Fringe Benefits for Civilians (MCEO- 50, MCES - 9, Motor Carrier Specialists - 6, and Administrator -1) calculated on the shift differential and overtime rate of actual charges per employee as follows: Social Security - 6.20%, Medicare - 1.45%, Retirement - 29.95%, SWIF - Worker's Compensation - 3.10% and Employee Leave Payout Assessment - 3.46%. Total Fringe Benefits on OT for Civilians is 44.16%.

RT Fringe Benefits for Enlisted (Troopers, Corporals, Sergeants) **RT Hours - 50.38%** (rounded rate). This information is provided by our PSP fiscal office. Fringe benefits for enlisted RT hours are calculated as MCSAP eligible MOE expenditures for 316 enlisted personnel at various percentages. Medicare - 1.45%; SWIF - Worker's Compensation - 3.10%; Leave Payout Assessment - 3.46%; Retirement - 42.37%;

Fringe Calculated for 33 MCI's - Salary \$2,292,919.20 x 50.38% = \$1,155,172.69 (Listed as 100% in Fringe Rate).

Fringe Calculated for 283 MCI's - Salary \$1,835,261.79 x 50.38% = \$924,604.89 (Listed as 100% in Fringe Rate).

3 - Spending Plan: Travel

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

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
State/National Related Training/Conferences	5	3	\$5,000.00	\$4,250.00	\$750.00	\$0.00
MCSAP Coordinator's Meeting	18	1	\$1,700.00	\$1,445.00	\$255.00	\$0.00
Challenge Exams/Retests	5	1	\$850.00	\$722.50	\$127.50	\$0.00
Level VI Training/Recertification	18	1	\$1,700.00	\$1,445.00	\$255.00	\$0.00
Passenger Vehicle Training	25	5	\$12,750.00	\$10,837.50	\$1,912.50	\$0.00
NAS Level Part A, Part B & PSP Week 3	45	13	\$55,250.00	\$46,962.50	\$8,287.50	\$0.00
Grants Management Tng.	2	4	\$2,500.00	\$2,125.00	\$375.00	\$0.00
COHMED Conference	2	4	\$3,700.00	\$3,145.00	\$555.00	\$0.00
CVSA Fall Conference	4	5	\$8,600.00	\$7,310.00	\$1,290.00	\$0.00
CVSA Spring Conf.	4	5	\$8,600.00	\$7,310.00	\$1,290.00	\$0.00
In State MCEO/MCES Per Diem	59	108	\$22,302.00	\$18,956.70	\$3,345.30	\$0.00
Annual Updates (Locals)	284	2	\$14,448.00	\$12,280.80	\$2,167.20	\$0.00
MCI, MCES and MCEO Annual Updates	382	4	\$67,080.00	\$57,018.00	\$10,062.00	\$0.00
Cargo Tank Training	25	5	\$12,750.00	\$10,837.50	\$1,912.50	\$0.00
Compliance Review Training	1	10	\$3,000.00	\$2,550.00	\$450.00	\$0.00
General Hazardous Materials	25	5	\$12,750.00	\$10,837.50	\$1,912.50	\$0.00
Compliance Review - In-State Travel	6	55	\$8,745.00	\$7,433.25	\$1,311.75	\$0.00
In-state CVSD/Troop Travel	20	60	\$9,540.00	\$8,109.00	\$1,431.00	\$0.00
CSA Phase III Tng.	6	3	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Electronic Log Book Tng.	382	2	\$20,453.58	\$17,385.54	\$3,068.04	\$0.00
North American Inspectors Championship	3	5	\$6,450.00	\$5,482.50	\$967.50	\$0.00
Sub-Total Travel			\$283,168.58	\$240,693.29	\$42,475.29	\$0.00

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

MCES's (9) and MCEO's (50) are eligible for Per Diem lunch expenses of \$3.50 per day when they are required to travel at least 15 miles from their normal work site and remain away from the normal work site during their normal lunch period.

(59) MCES/MCEO's x average allowance of \$31.50 per month (9 days) x 12 months = \$22,302.

In-State Commercial Vehicle Safety Division (CVSD) Travel - At least 20 Individuals in the division speak at various public forums throughout the state, attend meetings and assist in many statewide operations as needed. The funding set aside in this category will provide for hotel rooms and per diem subsistence while they are 50 miles or more away from their headquarters. The U.S. General Services (GSA) rates apply, and individuals are only reimbursed for actual expenses incurred and must produce receipts for all eligible subsistence. \$159 (Average Per Diem \$51 and Average Hotel \$108) x 60 estimated overnight stays= \$9,540.

Compliance Review Travel -

Six trained compliance review officers will conduct compliance reviews throughout the state. These reviews may require overnight travel if they are 50 miles or more away from their headquarters. The money set aside in this category will provide for hotel rooms and per diem subsistence based on GSA rates. Officers are only reimbursed for actual expenses incurred and must produce receipts for all eligible subsistence. \$159 (Average Per Diem \$51 and Average Hotel \$108) x 55 estimated overnight stays = \$8,745.

PSP sends four individuals to the Commercial Vehicle Safety Alliance (CVSA) Spring and Fall Conferences. In addition, there have been several conferences/trainings that become available during the grant period that would be beneficial to our MCSAP operation.

The workshops are designed to help government officials, enforcement and industry to continue their work together to advance commercial vehicle safety and security. The workshops also keep our enforcement personnel up to date on current and newly proposed federal regulations, amendments and changes to the out-of-service criteria, and technology updates on information systems. The Commonwealth is a member jurisdiction of CVSA and pays annual membership dues and it is critical to have representation at these workshops.

CVSA Spring Conference - Air Fare \$650 x 4 = \$2,600; Per Diem \$400 x 4 = \$1,600; Hotel Room \$1,000 x 4 = \$4,000; Misc. Shuttle, etc. = 400 Total = \$8,600

CVSA Fall Conference - Air Fare \$650 x 4 = \$2,600; Per Diem \$400 x 4 = \$1,600; Hotel Room \$1,000 x 4 = \$4,000; Misc. Shuttle, etc. = 400 Total = \$8,600

Cooperative Hazardous Materials Enforcement Development (COHMED) - Air Fare \$650 x 2 = \$1,300; Per Diem \$300 x 2 = \$600; Hotel Room \$750 x 2 = \$1,500; Misc. Shuttle, etc. = \$300 - Total \$3,700. This conference is also hosted by CVSA. The COHMED conference brings together hazardous materials professionals from across North America to include enforcement, regulatory and industry representatives for the purpose of discussing regulatory and industry changes and the impacts of these changes to the transportation of hazardous materials by commercial motor vehicles.

North American Inspectors Championship (NAIC) - Air Fare \$650 x 3 = \$1,950; Per Diem \$400 x 3 = \$1,200; Hotel Room \$1,000 x 3 = \$3,000; Misc. Shuttle, etc = \$300 - Total = \$6,450. This is a CVSA sponsored event. Each jurisdiction is invited to send its best inspector to compete against other inspectors from jurisdictions all across North America. NAIC competitors also receive training on the latest commercial motor vehicle safety trends, technologies, standards and inspection procedures while sharing insights, ideas, techniques and experiences with other inspectors.

Grants Management Tng. -

Hotel Room - \$800 x 2 = \$1,600; Per Diem \$300 x 2 = \$600; Misc. Parking, Shuttle, etc. \$300 = \$2,500. This FMCSA led training covers funding availability and national priorities for the upcoming federal fiscal year, commercial vehicle safety plan, policy updates, emerging issues, performance metrics, discretionary grant program updates, budget and budget narrative, financial audits and expectations. PSP sends two individuals to this training.

Each year PSP trains additional officers as current officers retire and new employees are hired. Below is a listing of the proposed training for FY 17 along with estimated costs. It should be noted that if training can be held in Harrisburg and the Pennsylvania State Police Academy is available for lodging in Hershey, no hotel rooms will be paid for during the training period. When submitting travel expense vouchers, it is the Commonwealth's policy to only reimburse employees for actual expenses incurred (not a flat rate). Receipts must be presented as part of the approval process, and reimbursement is based on established GSA rates.

Basic MCSAP NAS PART A, Part B and PSP Week 3 -

Train 45 inspectors/officers to conduct MCSAP inspections. It is estimated that approximately 25 of the individuals attending the training will be in overnight status for approximately 13 nights. These classes will be held in Harrisburg - Per Diem \$64 and Hotel \$106 = \$170 x 25 x 13 days/nights = \$55,250. This amount is only an estimate and may

be reduced significantly if alternate lodging can be provided (PSP Academy).

General Hazardous Materials - Train 25 inspectors/officers. It is estimated that approximately 15 of the individuals attending the training will be in overnight status for 5 nights. Harrisburg (Per Diem \$64 and Hotel \$106 = \$170 x 15 x 5 days/nights = \$12,750.00. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Compliance Review Training - Air Fare \$400; Per Diem \$500; Hotel Room \$1,200; Car Rental \$600; Misc. Baggage Fees, Parking, Fuel \$300 = \$3,000. PSP will train one additional compliance review officer in FY 17. These expenses will cover the out-of-state travel/training necessary for the designated individual.

Cargo Tank - Train 25 inspectors/officers. It is estimated that approximately 15 of the individuals attending the training will be in overnight status for 5 nights. Harrisburg (Per Diem \$64 and Hotel \$106 = \$170 x 15 x 5 days/nights = \$12,750.00. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Passenger Vehicle - Train 25 inspectors/officers. It is estimated that approximately 15 of the individuals attending the training will be in overnight status for 5 nights. Harrisburg - Per Diem \$64 and Hotel \$106 = \$170 x 15 x 5 days/nights = \$12,750.00. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

Level VI Update Training - In FY 17, approximately 16 individuals will be certified to conduct Level VI inspections. These individuals must attend update training. Training will be held in Harrisburg. At least 10 of the individuals require overnight accommodations for this training. (Per Diem \$64 and Hotel \$106 = \$170 x 10 x 1 day/night) = \$1,700.

MCI, MCES, MCEO Updates -

Training will be held at approximately 5 different locations throughout the state in order to minimize travel expenses by the MCSAP certified personnel. There are approximately 382 PSP certified individuals that attend the update training on an annual basis. The estimated cost for CVSD & IT personnel (6) to provide training at all 5 locations for three full day sessions which will require the CVSD personnel to be in overnight status for approximately 4 days per session is \$159 (Average Per Diem \$51 and Average Hotel \$108) x 120 estimated overnight stays = \$19,080. There may be an additional cost for the rental of the conference rooms to accommodate the training. The estimated amount is \$3,000. Of the 382 PSP certified individuals, it is estimated at least 150 would be in overnight status for this training with an estimated cost of \$45,000. The total estimated costs for PSP update training is \$67,080.

Annual Updates (Locals) -

Training will be held at approximately 4 locations throughout the state in order to minimize travel expenses. The estimated cost for CVSD (6) to provide training at all 4 locations for two full day sessions which will require the CVSD personnel to be in overnight status for approximately 3 days per session is \$159 (Average Per Diem \$51 and Hotel \$108) x 72 estimated overnight stays = \$11,448. There is an additional cost for the rental of the conference rooms at each location that is estimated to be \$3,000. The estimated total cost \$14,448. All municipal officers are responsible for their own travel expenses to the training locations.

Challenge Exams/Retests - It is estimated that approximately five individuals may require a challenge exam or recertification with an overnight stay. Harrisburg per diem \$64 and hotel \$106 = \$170 x 5 x 1 night = \$850. This amount is only an estimate and may be reduced significantly if alternate lodging can be provided (PSP Academy).

MCSAP Coordinator's Tng. - It is estimated that approximately ten Individuals may be in overnight status for this training. Harrisburg per diem \$64 and hotel \$106 = \$170 x 10 x 1 night = \$1,700. This amount is only an estimate based on previous actual expenditures. Each troop will send their MCSAP Coordinator to this training in which they will be presented with a copy of our goals and objectives for the upcoming commercial vehicle safety plan.

State/National Related Training & Conferences - We have set aside \$5,000 in this category to cover any specific training and/or conferences as they become available throughout the year but are not specifically listed.

CSA Phase III Tng. (Compliance Review Officers) - We currently have 6 officers that will attend the training. Since the training will be out of state and the specifics are not known we have set aside \$5,000 for this training.

Electronic Log Book Training - This course is being developed and specific information is not available on how it will be deployed to the field personnel. We have set aside \$20,453.58 for this training should it be available in FY 17.

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
MCSAP Van/Vehicle	5	\$40,000.00	\$200,000.00	\$170,000.00	\$30,000.00	\$0.00
Sub-Total Equipment			\$200,000.00	\$170,000.00	\$30,000.00	\$0.00

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

Purchase five MCSAP vans/vehicles at an estimated \$28,000 each and conversions for each \$12,000 = \$40,000 x 5 vans/vehicles = \$200,000 to replace current MCSAP vans/vehicles that have reached their useful life per our state vehicle replacement policy. This MCSAP van/vehicle will be used 100% of the time by MCSAP personnel to conduct motor carrier safety inspections and other activities provided for in the CVSP. The amount listed above for the conversion will include but not be limited to scale boxes, work station, file cabinet, power supply, emergency equipment, etc. in order to deploy the van to field personnel.

5 - Spending Plan: Supplies

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

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

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Shipping for Regulations and OOS Books	1	Shipping	\$1,000.00	\$1,000.00	\$850.00	\$150.00	\$0.00
OOS Criteria Book& Pictorial	120	Each	\$25.00	\$3,000.00	\$2,550.00	\$450.00	\$0.00
49 CFR-HMR's Parts 100-185	250	Each	\$16.50	\$4,125.00	\$3,506.25	\$618.75	\$0.00
FMCSR's/49 Parts 40, 325-399	800	Each	\$7.75	\$6,200.00	\$5,270.00	\$930.00	\$0.00
Printers	5	Each	\$250.00	\$1,250.00	\$1,062.50	\$187.50	\$0.00
Laptop Computers	20	Each	\$1,000.00	\$20,000.00	\$17,000.00	\$3,000.00	\$0.00
Inspector Equipment	1	Varies	\$25,833.75	\$25,833.75	\$21,958.69	\$3,875.06	\$0.00
Uniforms	800	Each	\$50.00	\$40,000.00	\$34,000.00	\$6,000.00	\$0.00
Stools for Vans	5	Each	\$142.00	\$710.00	\$603.50	\$106.50	\$0.00
Decals/Striping for MCSAP Vans	100	Each	\$15.00	\$1,500.00	\$1,275.00	\$225.00	\$0.00
Office Supplies	12	Month	\$600.00	\$7,200.00	\$6,120.00	\$1,080.00	\$0.00
Lightbar for MCSAP Van/Vehicle	5	Each	\$2,000.00	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Misc. Inspector Equip	1	Varies	\$1,000.00	\$1,000.00	\$850.00	\$150.00	\$0.00
Sub-Total Supplies				\$121,818.75	\$103,545.94	\$18,272.81	\$0.00

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

Office Supplies (General) for individuals (13) located within the Commercial Vehicle Safety Division dedicated to administering the MCSAP Program throughout the state. (Average monthly expense \$600 x 12 months = \$7,200). Routine office supplies not limited to but including such items as paper, pens, post-it notes, envelopes, tablets, etc.

Light bar (5 x \$2,000 = \$10,000) - Estimated cost for five light bars along with installation costs. This light bar will be installed on the replacement MCSAP Van/Vehicle located in the Equipment Section.

Decals/Striping for Replacement MCSAP Vans \$1,500. This amount depends on how many vans are being replaced and other needs throughout the year.

Stools for MCSAP Vans - $(\$142 \times 5) = \710 . These stools are used to replace stools in the MCSAP vans or to outfit a new van.

Uniforms for MCSAP Certified Personnel - (Not limited to but including BDU's, Shirts, Hats, Belts, Holsters). Estimated number of items to be purchased is $800 \times \$50$ per item = \$40,000.00. Additional funding has been added in order to replace Motor Carrier Enforcement Specialists uniforms within the Commercial Vehicle Safety Division.

The inspector equipment listed below will be ordered and issued to MCSAP certified personnel throughout the year as needed in order to perform their MCSAP related duties and activities as outlined in the CVSP. The total amount of the equipment listed below is \$25,833.75. A complete breakdown of the items to be ordered and the estimated amount are listed below.

Mechanics Gloves ($50 \times 11 = \$550$), Tire Pressure Gauges ($30 \times 20 = \$600$), Wheel Chocks ($60 \times 16 = \960), Creepers ($50 \times 125 = \$6,250$), Chamber Mates ($30 \times 46 = \$1,380$), Digital Measuring Height Poles ($5 \times 240 = \$1,200$), Power Inverters (Large - $250 \times 5 = \$1,250$) (Small $20 \times 50 = \$1,000$), Strion Flashlights and Holders ($30 \times 125 = \$3,750$), Safety Glasses ($25 \times 5.25 = 131.25$), Scrubs ($100 \times 85 = \$8,500$), Razor Blade Scrapers/Replacement Blades ($50 \times 2.25 = \$112.50$), Flat Soapstones ($10 \times 15 = \150). This list is not all inclusive and additional items not listed, but MCSAP eligible, may be purchased as needed throughout the grant period if funds are available. A separate amount of \$1,000 has been set aside for misc. inspector equipment.

Laptop Computers -

Purchase 20 laptop computers. These laptops will be used by our Full-Time MCSAP Personnel and will replace older laptops that have become outdated as per our state computer replacement policy. ($20 \times 1000 = \$20,000$)

Printers -

Purchase 5 printers. These printers will be used by our Full-Time MCSAP Personnel and will replace older printers that have become broken or outdated as per our state replacement policy. ($5 \times 250 = \$1,250$)

Regulations are ordered for all MCSAP certified personnel. The items are broken down above. The shipping cost included above is an estimate based on this year's costs of all of the regulations and OOS criteria books. Breakdown of Number of Copies - FMCSR's/49 CFR Parts 40, 325-399 = 382 PSP, 34 PUC, 284 Municipal, 50 New Inspectors trained in FY 16 and 50 New Inspectors trained in FY 17 = 800

6 - Spending Plan: Contractual

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

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

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

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

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

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

7 - Spending Plan: Other Costs

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

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

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

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

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditure
ITD O&M Smart Roadside Inspection Trailer Maintenance	1	1	\$30,000.00	\$30,000.00	\$25,500.00	\$4,500.00	\$0.00
WIFI Network - CVSD	12	Month	\$125.00	\$1,500.00	\$1,275.00	\$225.00	\$0.00
Wireless Card	12	Month	\$2,520.63	\$30,247.56	\$25,710.43	\$4,537.13	\$0.00
Vehicle/Maintenance Repairs	1	Varies	\$7,500.00	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
MCSAP Vans (Vehicle Fuel)	12	Month	\$15,000.00	\$180,000.00	\$153,000.00	\$27,000.00	\$0.00
Conference Registration Fees	1	Varies	\$5,000.00	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Out of Service Decals 6 x 6 - Trailer Adhesive	4366	Each	\$0.48	\$2,095.68	\$1,781.33	\$314.35	\$0.00
CVSA Decals	19400	Each	\$0.28	\$5,432.00	\$4,617.20	\$814.80	\$0.00
Cell Phone Service	12	Month	\$3,041.76	\$36,501.12	\$31,025.95	\$5,475.17	\$0.00
Training Costs/Conference Room Rental	10	1	\$100.00	\$1,000.00	\$850.00	\$150.00	\$0.00
MCI - Enlisted Uniform Maintenance	33	1	\$450.00	\$14,850.00	\$0.00	\$0.00	\$14,850.00
MCES/MCEO Civilian Uniform Maintenance	59	1	\$100.00	\$5,900.00	\$5,015.00	\$885.00	\$0.00
CVSA Membership Dues	1	1	\$14,100.00	\$14,100.00	\$11,985.00	\$2,115.00	\$0.00
Admin. Fee for MCSAP Vehicles (Registrations)	1	1	\$3,074.35	\$3,074.35	\$2,613.20	\$461.15	\$0.00
Shipping for Decals	1	1	\$100.00	\$100.00	\$85.00	\$15.00	\$0.00
Out of Service Decals 4 x 4 - Window Sticker	3970	1	\$0.24	\$952.80	\$809.88	\$142.92	\$0.00
Cell Phone Replacement (48)	1	1	\$7,500.00	\$7,500.00	\$6,375.00	\$1,125.00	\$0.00
Sub-Total Other Costs				\$345,753.51	\$281,267.99	\$49,635.52	\$14,850.00

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

CVSA Decals (average number of decals per quarter 4,850 x .28 = \$1,358 x 4 quarters) = \$5,432

Out of Service Decals (6 x 6) - Large Adhesive Decal for the Tractor/Trailer - 4,366 x .48 = \$2,095.68

Out of Service Decals (6 x 4) - Static Decal for the Window - 3,970 x .24 = \$952.80

Shipping for Decals = \$100

Total for Out of Service Decals = \$3,148.48

Conference Registration Fees - \$5,000COHMED - $\$550 \times 2 = \1100 CVSA Spring Conference - $\$550 \times 3 = \$1,650$ CVSA Fall Conference - $\$550 \times 3 = \$1,650$

State/National Conferences/Training = \$600

Vehicle Fuel for all MCSAP Vans deployed in the field and CVSD (53) = average monthly expenditures \$15,000 x 12 = \$180,000.00. The amount of vehicles CVSD currently has assigned for MCSAP duties is 53.

Vehicle Maintenance and Repairs

MCSAP Vans/Vehicles Deployed in Field and CVSD - \$7,500. - Based on an average of vehicle repairs in the previous three grants. This amount includes our annual Department of General Services Maintenance Fee per vehicle for registration, etc.

Wireless Air Cards

$63 \times \$40.01/\text{month} = \$2,520.63 \times 12 \text{ months} = \$30,247.56$ (Air cards are issued to full-time MCSAP certified personnel that do not currently have a cell phone that can be used for internet connectivity.

WiFi Network - Tng. Room at CVSD ($\$125 \times 12 \text{ months} = \$1,500$).

CVSA Yearly Membership Dues = \$14,100.00

Administrative Fee for MCSAP Vehicles - \$3,074.35

Each year the PA Department of General Services handles all of the vehicle registrations for MCSAP vehicles and charges a set amount per fiscal year (\$55/per vehicle). The amount shown above will cover the 53 MCSAP vehicles that are dedicated 100% to the MCSAP Program along with any prorated charges throughout the year as vehicles are turned in and new ones purchased.

PSP Civilian MCES/MCEO Uniform Maintenance Allowance (59 individuals x \$100 = \$5,900).

PSP Enlisted Troopers MCI Uniform Maintenance Allowance 33 Troopers x 450 (75%) = \$14,850 - MOE Expenditures.

Training Costs - Advanced Excel, Access, Word Training for CVSD Administrative Personnel assigned to manage the MCSAP Program (MCSAP Certified Personnel List, Inventory, etc.). This would also include instructor training of field personnel selected to be trainers as individuals retire. Average rate of \$100 per course x 10 courses = \$1,000.

ITD - O & M Smart Roadside Inspection Trailer - Maintenance Costs - \$30,000. This trailer is a portable license plate and DOT reader used to identify OOS and /or targeted carriers, suspended and/or expired registration plates and can be utilized throughout the state for roadside enforcement activity. The trailer was purchased with a combination of FY 2010 and FY 2013 PRISM funds. PSP has no current PRISM grant to maintain the trailer. Therefore, maintenance is being billed to MCSAP.

Cell Phone Service -

$48 \text{ cell phones} \times \text{Average Monthly Expenses } \$63.37 = \$3,041.76 \times 12 \text{ months} = \$36,501.12$. Cell Phones are assigned to 48 individuals that dedicate 100% of their time to MCSAP eligible activities throughout the state. The cell phones are only used for MCSAP.

Cell Phone Replacement Costs -

Based on Commonwealth Replacement Policy - \$7,500. This amount would cover any phones that would need replaced during the grant period for individuals that are dedicated 100% to MCSAP - 48 cell phones.

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	\$9,651,736.00	\$1,703,248.00	\$11,354,984.00

Allowable amount for Overtime (15% of total award amount without justification): \$1,703,248.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$832,381.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCES	\$499,795.92	\$88,199.28	\$587,995.20	\$0.00
Motor Carrier Enf. Program Admin.	\$58,008.08	\$10,236.72	\$68,244.80	\$0.00
Motor Carrier Enforcement Specialists	\$272,943.84	\$48,166.56	\$321,110.40	\$0.00
IT Generalist	\$58,874.40	\$10,389.60	\$69,264.00	\$0.00
Clerk Typsts	\$113,041.50	\$19,948.50	\$132,990.00	\$0.00
Administrative Assistant	\$43,260.75	\$7,634.25	\$50,895.00	\$0.00
Program Analyst 2	\$58,062.23	\$10,246.27	\$68,308.50	\$0.00
Motor Carrier Inspector	\$0.00	\$0.00	\$0.00	\$2,292,919.20
Motor Carrier Inspector	\$0.00	\$0.00	\$0.00	\$1,835,261.79
MCEO	\$2,203,812.00	\$388,908.00	\$2,592,720.00	\$0.00
Overtime	\$938,803.49	\$165,671.20	\$1,104,474.69	\$0.00
Subtotal for Personnel	\$4,246,602.21	\$749,400.38	\$4,996,002.59	\$4,128,180.99

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCES	\$461,585.51	\$81,456.27	\$543,041.78	\$0.00
Motor Carrier Enf. Program Admin.	\$52,761.51	\$9,310.85	\$62,072.36	\$0.00
Motor Carrier Enforcement Specialists	\$271,836.72	\$47,971.19	\$319,807.91	\$0.00
IT Generalist	\$53,277.49	\$9,401.91	\$62,679.40	\$0.00
Clerk Typsts	\$140,175.10	\$24,736.78	\$164,911.88	\$0.00
Administrative Assistant	\$43,978.00	\$7,760.82	\$51,738.82	\$0.00
Program Analyst 2	\$52,793.76	\$9,316.54	\$62,110.30	\$0.00
Motor Carrier Inspector	\$0.00	\$0.00	\$0.00	\$1,155,172.69
Motor Carrier Inspector	\$0.00	\$0.00	\$0.00	\$924,604.89
MCEO	\$2,223,185.23	\$392,326.80	\$2,615,512.03	\$0.00
Fringe Associated with OT	\$422,461.57	\$74,552.04	\$497,013.61	\$0.00
Subtotal for Fringe Benefits	\$3,722,054.89	\$656,833.20	\$4,378,888.09	\$2,079,777.58

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
State/National Related Training/Conferences	\$4,250.00	\$750.00	\$5,000.00	\$0.00
MCSAP Coordinator's Meeting	\$1,445.00	\$255.00	\$1,700.00	\$0.00
Challenge Exams/Retest	\$722.50	\$127.50	\$850.00	\$0.00
Level VI Training/Recertification	\$1,445.00	\$255.00	\$1,700.00	\$0.00
Passenger Vehicle Training	\$10,837.50	\$1,912.50	\$12,750.00	\$0.00
NAS Level Part A, Part B & PSP Week 3	\$46,962.50	\$8,287.50	\$55,250.00	\$0.00
Grants Management Tng.	\$2,125.00	\$375.00	\$2,500.00	\$0.00
COHMED Conference	\$3,145.00	\$555.00	\$3,700.00	\$0.00
CVSA Fall Conference	\$7,310.00	\$1,290.00	\$8,600.00	\$0.00
CVSA Spring Conf.	\$7,310.00	\$1,290.00	\$8,600.00	\$0.00
In State MCEO/MCES Per Diem	\$18,956.70	\$3,345.30	\$22,302.00	\$0.00
Annual Updates (Locals)	\$12,280.80	\$2,167.20	\$14,448.00	\$0.00
MCI, MCES and MCEO Annual Updates	\$57,018.00	\$10,062.00	\$67,080.00	\$0.00
Cargo Tank Training	\$10,837.50	\$1,912.50	\$12,750.00	\$0.00
Compliance Review Training	\$2,550.00	\$450.00	\$3,000.00	\$0.00
General Hazardous Materials	\$10,837.50	\$1,912.50	\$12,750.00	\$0.00
Compliance Review - In-State Travel	\$7,433.25	\$1,311.75	\$8,745.00	\$0.00
In-state CVSD/Troop Travel	\$8,109.00	\$1,431.00	\$9,540.00	\$0.00
CSA Phase III Tng.	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Electronic Log Book Tng.	\$17,385.54	\$3,068.04	\$20,453.58	\$0.00
North American Inspectors Championship	\$5,482.50	\$967.50	\$6,450.00	\$0.00
Subtotal for Program Travel	\$240,693.29	\$42,475.29	\$283,168.58	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCSAP Van/Vehicle	\$170,000.00	\$30,000.00	\$200,000.00	\$0.00
Subtotal for Equipment	\$170,000.00	\$30,000.00	\$200,000.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Shipping for Regulations and OOS Books	\$850.00	\$150.00	\$1,000.00	\$0.00
OOS Criteria Book& Pictorial	\$2,550.00	\$450.00	\$3,000.00	\$0.00
49 CFR-HMR's Parts 100-185	\$3,506.25	\$618.75	\$4,125.00	\$0.00
FMCSR's/49 Parts 40, 325-399	\$5,270.00	\$930.00	\$6,200.00	\$0.00
Printers	\$1,062.50	\$187.50	\$1,250.00	\$0.00
Laptop Computers	\$17,000.00	\$3,000.00	\$20,000.00	\$0.00
Inspector Equipment	\$21,958.69	\$3,875.06	\$25,833.75	\$0.00
Uniforms	\$34,000.00	\$6,000.00	\$40,000.00	\$0.00
Stools for Vans	\$603.50	\$106.50	\$710.00	\$0.00
Decals/Striping for MCSAP Vans	\$1,275.00	\$225.00	\$1,500.00	\$0.00
Office Supplies	\$6,120.00	\$1,080.00	\$7,200.00	\$0.00
Lightbar for MCSAP Van/Vehicle	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Misc. Inspector Equip	\$850.00	\$150.00	\$1,000.00	\$0.00
Subtotal for Supplies	\$103,545.94	\$18,272.81	\$121,818.75	\$0.00

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

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
ITD O&M Smart Roadside Inspection Trailer Maintenance	\$25,500.00	\$4,500.00	\$30,000.00	\$0.00
WIFI Network - CVSD	\$1,275.00	\$225.00	\$1,500.00	\$0.00
Wireless Card	\$25,710.43	\$4,537.13	\$30,247.56	\$0.00
Vehicle/Maintenance Repairs	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
MCSAP Vans (Vehicle Fuel)	\$153,000.00	\$27,000.00	\$180,000.00	\$0.00
Conference Registration Fees	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Out of Service Decals 6 x 6 - Trailer Adhesive	\$1,781.33	\$314.35	\$2,095.68	\$0.00
CVSA Decals	\$4,617.20	\$814.80	\$5,432.00	\$0.00
Cell Phone Service	\$31,025.95	\$5,475.17	\$36,501.12	\$0.00
Training Costs/Conference Room Rental	\$850.00	\$150.00	\$1,000.00	\$0.00
MCI - Enlisted Uniform Maintenance	\$0.00	\$0.00	\$0.00	\$14,850.00
MCES/MCEO Civilian Uniform Maintenance	\$5,015.00	\$885.00	\$5,900.00	\$0.00
CVSA Membership Dues	\$11,985.00	\$2,115.00	\$14,100.00	\$0.00
Admin. Fee for MCSAP Vehicles (Registrations)	\$2,613.20	\$461.15	\$3,074.35	\$0.00
Shipping for Decals	\$85.00	\$15.00	\$100.00	\$0.00
Out of Service Decals 4 x 4 - Window Sticker	\$809.88	\$142.92	\$952.80	\$0.00
Cell Phone Replacement (48)	\$6,375.00	\$1,125.00	\$7,500.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$281,267.99	\$49,635.52	\$330,903.51	\$14,850.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$8,764,164.32	\$1,546,617.20	\$10,310,781.52	\$6,222,808.57
Total Costs Budgeted	\$8,764,164.32	\$1,546,617.20	\$10,310,781.52	\$6,222,808.57

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	\$9,651,736.00	\$1,703,248.00	\$11,354,984.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$4,697,423.34	\$828,957.05	\$5,526,380.39	\$4,128,180.99
Fringe Benefit Total	\$4,049,801.86	\$714,670.91	\$4,764,472.77	\$2,079,777.58
Program Travel Total	\$273,928.29	\$48,340.29	\$322,268.58	\$0.00
Equipment Total	\$170,000.00	\$30,000.00	\$200,000.00	\$0.00
Supplies Total	\$108,934.94	\$19,223.81	\$128,158.75	\$0.00
Contractual Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Expenses Total	\$351,647.99	\$62,055.52	\$413,703.51	\$14,850.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$9,651,736.42	\$1,703,247.58	\$11,354,984.00	\$6,222,808.57
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$9,651,736	\$1,703,248	\$11,354,984	\$6,222,809

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.

Certification of MCSAP Conformance (State Certification)

I, Tyree C. Blocker, Commissioner, Pennsylvania State Police on behalf of the Commonwealth of Pennsylvania, 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 Commonwealth 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 Commonwealth has designated the Pennsylvania State Police as the Lead Commonwealth Agency to administer the Commercial Vehicle Safety Plan throughout the Commonwealth for the grant sought and Pennsylvania State Police and Pennsylvania Public Utility Commission to perform defined functions under the CVSP. The Lead Commonwealth Agency has the legal authority, resources, and qualified personnel necessary to enforce the Commonwealth's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The Commonwealth 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 Commonwealth'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 Commonwealth provide the Commonwealth'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 Commonwealth 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 Commonwealth requires that all reports relating to the program be submitted to the appropriate Commonwealth agency or agencies, and the Commonwealth will make these reports available, in a timely manner, to the FMCSA on request.

6. The Commonwealth has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The Commonwealth has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or Commonwealth CMV safety laws or regulations.
8. The Commonwealth must ensure that the total expenditure of amounts of the Lead Commonwealth Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301,
9. The Commonwealth will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation for the programs to improve motor carrier, CMV, and driver safety.
10. The Commonwealth 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 Commonwealth will ensure that violation sanctions imposed and collected by the Commonwealth are consistent, effective, and equitable.
12. The Commonwealth 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 Commonwealth'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 Commonwealth will ensure that the CVSP, data collection, and information data systems are coordinated with the Commonwealth highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative is Leslie S. Richards.
14. The Commonwealth has undertaken efforts to emphasize and improve enforcement of Commonwealth and local traffic laws as they pertain to CMV safety.

15. The Commonwealth 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 Commonwealth 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 Commonwealth 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 Commonwealth will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The Commonwealth 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 Commonwealth will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The Commonwealth 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 Commonwealth 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 Commonwealth will conduct safety audits of interstate and, at the Commonwealth's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The Commonwealth 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 Commonwealth remains solely responsible for the management and oversight of the activities.
24. The Commonwealth willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329.

Date 07/27/2016

Signature 

Certification of MCSAP Conformance (State Certification) Addendum

The Commissioner of the Pennsylvania State Police is delegated signature authority for the Commonwealth of Pennsylvania Certification in 2017 and subsequent years unless rescinded.

Date: 07/07/15
Location: Harrisburg, PA

A handwritten signature in black ink, reading "Tom Wolf", is written over a horizontal line. The signature is cursive and stylized.

TOM WOLF
Governor
Commonwealth of Pennsylvania

Regulatory Compatibility Review and New Laws and Regulations:

COMMONWEALTH OF PENNSYLVANIA

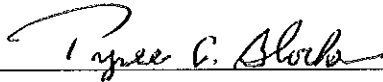
FMCSR AND HMR

CERTIFICATION OF COMPATIBILITY

I, Tyree C. Blocker, Commissioner, Pennsylvania State Police, on behalf of the Commonwealth of Pennsylvania, do hereby certify that the Commonwealth's laws and regulations relating to commercial vehicle safety remain compatible with the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Material Regulations (HMRs). We are not aware of any new laws, regulations or policy adopted by the Commonwealth of Pennsylvania affecting commercial motor vehicle safety.

Date: 07/27/2016

Location: Harrisburg, Pennsylvania



Colonel Tyree C. Blocker
Commissioner

Grant & Certification Documents

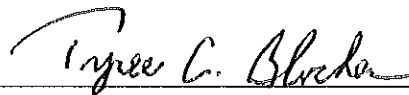
SIGNATORY AUTHORITY PENNSYLVANIA STATE POLICE

The following Bureau of Patrol personnel are authorized to sign on behalf of the Pennsylvania State Police all grant applications, agreements, amendments, and any other documents necessary in order to administer the Motor Carrier Safety Assistance Program with the Federal Motor Carrier Safety Administration. Authority is effective immediately until rescinded.

Director, Bureau of Patrol

Assistant Director, Bureau of Patrol

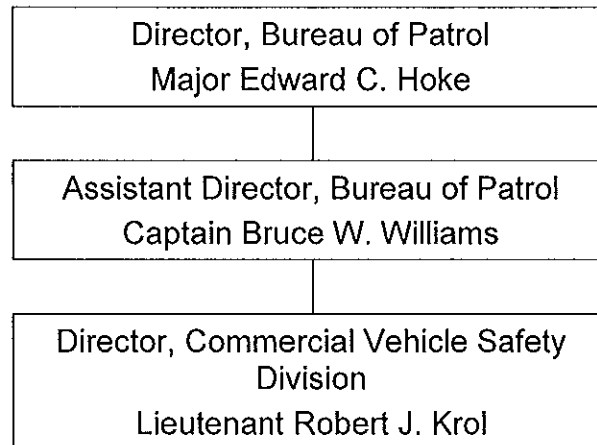
Director, Commercial Vehicle Safety Division



Colonel Tyree C. Blocker
Commissioner

BUREAU OF PATROL

Organizational Chart



Pennsylvania
Lead MCSAP Agency: Pennsylvania State Police
MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE
FEDERAL FISCAL YEAR (FFY): 2015

LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2015 (October 1, 2014 through September 30, 2015)		FFY 2015 TOTAL MCSAP ELIGIBLE EXPENDITURES ¹
Personnel (Payroll Costs)		
Salary		\$6,928,446.79
Overtime (Allowed Basic and Incentive Funded)		\$459,188.04
Other Payroll Costs (<i>describe</i>)		\$0.00
Subtotal for Personnel		\$7,387,634.83
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)		
Health, Retirement, Life Ins., SWIF, SS, Leave Payout Assessment		\$5,557,483.43
Subtotal for Fringe Benefits		\$5,557,483.43
Program Travel		
Routine MCSAP-related Travel (Lodging/M Meal Allowance)		\$20,545.00
Conference Travel		\$11,626.37
Training Travel		\$37,304.48
Subtotal for Program Travel		\$69,475.85
Equipment		
Vehicles and Related Vehicle Equipment		
Vehicles		\$0.00
Other Inspection Vehicle Equipment (Decals, Lightbars, etc)		\$5,574.01
Subtotal for Vehicles and Related Vehicle Equipment		\$5,574.01
Non-Vehicle Equipment		
Other Equipment (Not included above)		\$0.00
Subtotal for Non-Vehicle Equipment		\$0.00
Subtotal for Equipment		\$5,574.01
Supplies		
Office Supplies		\$9,190.01
Uniforms and Other Related Supplies		\$19,829.28
Computers		\$0.00
Printers		\$0.00
Creepers, Wheel Chocks, Power Inverters, Bulb Testers		\$11,296.25
Subtotal for Supplies		\$40,315.54
Contractual (Sub Grantees, Consultant Services, etc.)		
Lease Cost of MCSAP Vehicles		\$0.00
Subtotal for Contractual		\$0.00
Other Expenses		
CVSA Membership		\$14,100.00
CVSA Decals/Out of Service Decals		\$9,574.96
Conferences Costs (Registration fees, etc.)		\$2,950.00
Fuel Costs		\$143,452.55
Repair and Maintenance of Vehicles		\$2,539.32
Misc. Items (Trailer Accessories, DGS Admin. Fee)		\$6,952.29
Communications (air cards, mobile phones, wifi)		\$58,321.67
Uniforms Maintenance/Compensation (MCI, MCES, MCEO)		\$24,226.91
Subtotal for Other Expenses including Training & Conferences		\$262,117.70

TOTAL DIRECT COSTS	\$13,322,601.36
TOTAL APPROVED INDIRECT COSTS	\$0.00
TOTAL MCSAP ELIGIBLE COSTS EXPENDED	\$13,322,601.36
Federal Grant Funds Expended	\$6,692,831.00
Associated State Matching Funds Expended	\$1,673,208.00
Total Grant Related Funds Expended	\$8,366,039.00
Total MOE Funds Expended	\$4,956,562.36

CERTIFICATION AND VALIDATION OF FFY 2015 MOE EXPENDITURES

TOTAL MOE BASELINE (MAP-21 Baseline years of 2004 and 2005)	\$2,348,639.17
TOTAL MOE EXPENDITURES	\$4,956,562.36

I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable federal law:

- (1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2015.
- (2) All Lead Agency expenditures included in the template are MCSAP-eligible.
- (3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.

NAME AND TITLE OF STATE OFFICIAL: LT. ROBERT J. KROL, JR. <i>LT. Robert J. Krol</i> DIRECTOR, COMMERCIAL VEHICLE SAFETY DIVISION	DATE: 07/28/16
EMAIL ADDRESS FOR CERTIFYING OFFICIAL: RKROL@PA.GOV	PHONE NUMBER: 717-346-7351