

RHODE ISLAND

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.

The Rhode Island State Police is a full service, statewide law enforcement agency whose mission is to fulfill the law enforcement needs of the people with the highest degree of fairness, professionalism and integrity, and protect the inherent rights of the people to live their lives in freedom and safety. To this end, Division employees shall perform their respective patrol, investigative and support functions to the best of their ability and cooperate with other State Agencies, as well as with local and Federal authorities.

The Rhode Island State Police Commercial Enforcement Unit (CEU) continues to serve as the lead agency of the MCSAP program in the state of Rhode Island. The CEU is comprised of full-time and auxiliary staff working with non-funded participating partners from local enforcement agencies. The CEU is committed to a commercial vehicle safety program that nests with the Federal Motor Carrier Administration's goals to use innovative enforcement and traditional enforcement to address the causes for crashes; embrace the implementation of CSA; the continual improvement of data collection and quality; and passenger carrier enforcement. Our primary mission is to support national and state goals of reducing fatalities and injuries that are the result of crashes involving large trucks and buses. Rhode Island has held an average rate of truck related fatalities at .042 per one hundred million (VMT) for the past six year periods. Rhode Island's goal is to continuously work to improve this rate and hopes further reductions in the future.

Date Source: <http://ai.fmcsa.dot.gov/CrashStatistics/TruckBusFatalityRate.aspx>

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 Rhode Island State Police Commercial Enforcement Unit (CEU) is the MCSAP lead agency for the State of Rhode Island. Performing in this role since its inception, for over 30 years, the CEU has adapted effectively to the many challenges associated ensuring that Rhode Island remains a major contributor in improving the safety of the Nation's transportation system. The Rhode Island State Police and the CEU enjoys this success as the result of a strong partnership with the Federal Motor Carrier Safety Administration and other state and local agencies that are stakeholders in highway safety. We remain firmly committed to our highway safety goals and continuing our very successful program that has been validated year after year in our ability to meet established goals in an ever-changing transportation environment. Our FY2017 Commercial Vehicle Safety Plan (CVSP) reflects a thorough effort that ensures the effective use of limited resources. We have leveraged the latest technologies in data collection to help focus our resources to yield the most effective and efficient impact on highway safety. Additionally, we are always seeking new and innovative ways to conduct operations to serve as a force multiplier in our continued progress in reducing the truck related crash and fatality rates.

The CEU consists of one (1) Sergeant and one Corporal (1) serving as the MCSAP Coordinator and administrators, (1) one member dedicated to conducting Compliance Reviews, one (1) member dedicated to New Entrant Reviews, and three (3) full-time roadside inspectors. All seven (7) members have been fully certified as a NASTI Level I inspector. Most members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach, with one additional member scheduled to attend General Hazardous Materials Course in the fall. In addition, the CEU has six (6) part-time members, who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also one (1) of the part time member has been trained to conduct New Entrant Audits and assists when needed. There are currently fifteen (15) certified inspectors from local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding. The CEU employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant and also utilizes the division's RMS Project Manager to assist in this role when needed.

Although the primary focus of the CEU is the improvement of Commercial Motor Vehicle Safety, other duties are required of its members. Four (4) troopers currently hold positions with other, part-time units: Marine Unit, Dive Team, Academy / MCSAP Instructor, Drug Recognition Expert, K-9, and Motorcycle Unit. Several unit members are also called upon to instruct during in-service and academy training throughout the year. In addition to these part-time units, Troopers are routinely required to fill barracks vacancies due to department-wide shortages (these duties are not funded through the MCSAP program).

Due to manpower shortages both NCOs have been required to accept additional administrative office duties, thus reducing their contributions to inspection activities. Additionally, the CEU is responsible for managing the Division's Tow Policy, this includes: oversight of tow vendors, review of companies and drivers, disciplinary actions and facility inspections (these duties are not funded through the MCSAP program).

Activities of the Commercial Enforcement Unit are focused on the reduction of Commercial Motor Vehicle Crashes throughout the State. The State of Rhode Island is committed in its partnership with the FMCSA to continuously reduce commercial motor vehicle crashes.

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:

All Troopers and police officers in the State of RI receive training in standardized field sobriety testing and recognition of alcohol and controlled substance behavior to assist in making a determination of impaired driving. In May of 2012 the CEU added a new full time member fully qualified as a Drug Recognition Expert.

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:

All CEU Roadside Inspectors have full mobile Internet service which allows access to the FMCSA L&I website in order to obtain the most current data on a carrier's Operating Authority status. Non-compliance with Operating Authority requirements will cause the roadside inspector to place the vehicle Out of Service until the matter is corrected.

Basic and Incentive Program Effectiveness Summary - Past Performance

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

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

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

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

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	3	3	3
01/01/2014	12/31/2014	4	4	4
01/01/2013	12/31/2013	6	2	6
01/01/2012	12/31/2012	4	2	4
01/01/2011	12/31/2011	2	1	2

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

A & I Online, Crash Stats, Summary statistics for Large Trucks and Buses in all domiciles based on the MCMIS data source(s) covering Calendar Year(s) 2012 - 2016 for all crash events FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016, including crash records through 01/31/2016.

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

The State of Rhode Island will continue its efforts to reduce commercial motor vehicle related crashes in FFY 2017. Rhode Island will make every effort to adhere to this plan in an attempt to continue to improve the state's crash rate. While in pursuit of a total crash rate reduction, our concurrent, and more important goal, will be to further reduce CMV related fatalities to two (2) for the next year.

Statistics show 3 fatalities for CY2015, which is a reduction of 25 % compared to 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: Actual # Fatalities

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

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

A & I Online, Crash Stats, Summary Reports (MCMIS for 2012 to 2016) FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016, including crash records through 01/31/2016;

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

FMCSA has put an emphasis on enforcement on the motor coach industry and wants the state to allocate resources to conduct enhanced investigations on motor carriers of passengers.

A review of the data reveals that the State of Rhode Island currently has a proportionately low number of motorcoach and/or passenger-carrying commercial vehicle inspections in relation to the overall number of inspections conducted. Over the last year we have increased the number of inspections of passenger carrier CMV's. We are limited to the number of inspections we conduct because we do not have destinations or roadside facilities to safely conduct Motorcoach/Passenger carrying CMV inspections. The only location for inspectors to conduct inspections for certifications is the Providence Bus Station. However we will continue to target high risk carriers and drivers that operate in a unsafe manner.

The data shows that between calendar years 2011 and 2015 there were two hundred forty eight (241) crashes involving passenger carrying commercial motor vehicles, two (2) of which resulted in fatalities. The statistics show that during this time period less than 1% of the crashes involving passenger carrying commercial motor vehicles resulted in a fatality. Compared to the national statistics that show during the same time period 2 % of the crashes involving passenger carrying commercial motor vehicles nationwide resulted in a fatality.

A review of this accidents revealed that they both involved a RI Transit Authority Bus (RIPTA) and a pedestrian, (It should be noted that accidents involving RIPTA buses are included in RI crash data, but they are exempted from the FMCSR's).

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

Instructions:

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

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

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

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

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

A & I Online, Crash Stats, CVSP Tool Kit FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/27/2016, including crash records through 01/31/2016;

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

A review of the statistics for previous years (2011 to 2015) shows that RI did not have any fatalities involving CMV's transporting Hazardous Materials.

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

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

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

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1141	1141
01/01/2014	12/31/2014	1060	1060
01/01/2013	12/31/2013	845	845
01/01/2012	12/31/2012	878	878
01/01/2011	12/31/2011	1612	1612



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



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

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	149	149
01/01/2014	12/31/2014	156	156
01/01/2013	12/31/2013	150	150
01/01/2012	12/31/2012	133	133
01/01/2011	12/31/2011	311	311

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

Motor Carrier Management Information System (MCMIS) Data Snapshot as of 5/27/2016 and the RISP CEU Activity Database.

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:

The Commercial Enforcement Unit conducted training with various law enforcement agencies throughout the state.

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

The goal of training is to give police officers not trained in commercial motor vehicle enforcement a basic overview of commercial motor vehicles to include; safe locations to stop a CMV, how to approach a CMV, CDL licensing, and a review of state laws that apply to CMVs. The goal was to conduct seven (7) presentations to various law enforcement agencies.

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

Over the years the CEU gave annual training to the RI State Police Recruits, Bristol Police, Johnston Police, Cranston Police, Providence Police, Pawtucket Police, and the RI Municipal Police Training Academy. During FFY 2016 the RISP CEU met the goal of giving seven (7) presentations to law enforcement agencies.

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

This training is beneficial in helping to reduce moving vehicle violations (traffic enforcement) on the roadways and to increase seat belt use among CMV drivers. This program has had great success and each year more Police Departments request the CEU to train their officers.

Activity #2

Activity: Describe Outreach and Education activity conducted:

The Commercial Enforcement Unit conducts education and outreach with private companies and carriers each year.

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

The goal of education and outreach is to reduce high-risk driving behavior among drivers of commercial motor vehicles and to increase awareness of CMV safety regulations, hazardous materials transportation regulations, and Share the Road Safety campaign. The goal was to conduct twelve (12) presentations to companies and carriers.

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

In FFY2016 the CEU responded to twelve (12) different companies and carriers and conducted the educational and outreach program.

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

This program is well received and provides safety information to various segments of the commercial motor vehicle industry to include: CDL licensing, seatbelt usage, pre-trip inspection, speed management, distracted drivers (texting / cell phone usage), general safe driving practices, load securement, and CSA implementation.

Activity #3

Activity: Describe Outreach and Education activity conducted:

The Commercial Enforcement Unit conducted a total of twelve (12) educational and outreach activities during FFY 2016.

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

The goal of this program is to continue to have a strong working relationship with the Rhode Island Trucking Association(RITA), by conducting several safety seminars for the RITA members, judge their annual "truck rodeo", and attend the RITA annual driver appreciation night.

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

The CEU conducted 10 safety seminars for the RITA members. The CEU also judged their annual "truck rodeo". Also CEU members attend the RITA annual driver appreciation night for a total of 12 events.

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

This program is important because we have the same goal of promoting highway safety and to reduce crashes. This program allows

the State Police to assist RITA in promoting this goal. Prior to this program we had very little communication with RITA and it appeared that we had different goals. By opening the line of communication we realized that this was a great opportunity for the CEU to assist association members with any questions or concerns that they may have.

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 Safety Improvement.

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

According to Safety Data provided by the FMCSA Motor Carrier Information System (MCMIS), two vehicle configuration types and three cargo body types were consistently involved in a higher percentage of crashes as compared to the national average. The goal in 2016 was to decrease the overall number of crashes in each of the following category: 1.) Single Unit Truck, 2 axle, "6 tires" (6 % higher), 2.) Single Unit Truck, 3+ axle (4 % higher), 3.) Cargo Body Type: Dump (1 % higher), 4.) Cargo Body Type: Auto Transporters (2 % higher than the national average) and 5.) Cargo Body Type: Garbage/Refuse (1 % higher). The goal was to be achieved by increasing roadside inspections on the above vehicle types.

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

The number of crashes in 4 of the 5 above categories realized a decrease compared to the previous year. 1 Category realized an increase compared to the previous year. 1.) Single Unit 2 axle, "6 tires": (24% more crashes than the previous year.) 2.) Single Unit 3+ axle: (37% fewer crash than the previous year.) 3.) Dump Body: (23% more crash than the previous year.) 4.) Auto Transporters: (no change from than the previous year. 1 crash each year) 5.) Garbage/Refuse body: (40% fewer crashes than the previous year.)

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

There was an overall decrease in crashes of 3 % in the five categories (96 to 93) observed in RI and a 1.6 % increase in crashes in the same five categories observed nationwide (48,259 to 49,064). RI did not see the same increase of crashes as compared to the nationwide increase. RI will continue efforts to reduce crashes in all categories.

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:

A comparison of calendar years 2014 and 2015 reveals a slight increase in the total number of commercial motor vehicle crashes 229/253 respectively. The number of fatal crashes decreased from four (4) to three (3) for a decrease of 25%.

Analysis of data collected indicates that the State of Rhode Island possesses a crash corridor located on a portion of Interstate routes 95 and 195. As with previous years, Rhode Island's crash corridor is the one identifiable location within the State that can be addressed as a specific problem area. In 2015, the crash corridor accounted for approximately 31% of all CMV crashes, statewide.

As with any study, a relatively small sample size hampers the ability of examiners to identify causal trends that would assist in the development of specific enforcement strategies to reduce fatal CMV crashes. Analysis of the three (3) fatal crashes in CY2015 has revealed the following: One (1) crash involved tractor/semitrailer (over 26,000 lbs.), one (1) crash involved a truck tractor (bobtail) vs truck/trailer, and one (1) crash involved a bus (over 26,000 lbs.) operated by Rhode Island Public Transit Authority (RIPTA), although transportation performed by state and local government entities are statutorily exempt from FMCSA safety rules they are included in crash statistics. All three collisions occurred during daylight hours on dry road surfaces.

Crash reduction and the resulting reduction of fatalities is the primary goal of the FMCSA and its participating partners. In an effort to reduce CMV related crashes, a variety of strategies will be employed throughout the year. Although there are different sections of this plan, the approach to crash reduction will include roadside inspections with a greater concentration on traffic enforcement activities, compliance reviews, and education and awareness. This section will include a strategy to address a specific, identifiable area along the interstate highway system. The reviewers of this plan will note similarities between this and other sections that will attempt to make the most efficient use of the limited resources available.

Data Source: Analysis & Information Online, Crash Stats (MCMIS) for CY 2014 & 2015

Enter Data Source Capture Date:

Enter Data Source:

Data Source: Analysis & Information Online, Crash Stats (MCMIS) for CY 2014 & 2015

Enter Crash Reduction Goal

Crash reduction will continue to be one of the primary components of Rhode Island's safety plan each year. For CY2015, Rhode Island experienced a slight increase in the number of CMV crashes from 229 to 253. However, there was a decrease in fatalities involving CMV's by 25% (4/3) when comparing CY2014 to CY2015. The multi-year objective for this section is a 4% reduction in the number of crashes statewide for two years. This multi-year goal includes the yearly objective of a 2 % per year of this plan.

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

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

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

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

The Rhode Island State Police Commercial Enforcement Unit will concentrate on traffic enforcement efforts and inspection activity in the crash corridor area and its contributory roadways.

Apply an average of thirty (30) man-hours each week to the designated crash corridor area. Troopers will stop commercial motor vehicles for traffic violations as well as regular roadside inspections. The target man-hour total for this plan is 2400 hours over the next twentyfour month period (1200 hours per year of plan).

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.

Measurement will be achieved by a comparison of total crashes at the end of each measurement period. Quarterly reports will reflect a measurement of crashes and inspections produced to track program effectiveness. Using a base year of 2014 with 225 crashes, the yearly benchmark is to reduce the number of statewide CMV crashes by four (4), with a multi-year reduction of eight (8) by the end of 2017.

Traffic activity levels will be monitored on a monthly basis. Hourly commitments will be reported to the MCSAP Coordinator on a quarterly basis (approx. 300 hrs. per qtr.). Measurement will also include number of inspections produced, number and type of violations discovered as well as Out of Service totals. The program activity measure will be the attainment of the goal reduction of 4% fewer crashes in the corridor (by 2).

To evaluate the effectiveness of activity as it relates to the total number of crashes within the corridor will require monitoring on a regular basis. Activities will be reported and assessed on a quarterly and annual schedule. Information collected will be compared to the same time period from the previous year. Effectiveness will be measured through the attainment of the goal set within the performance objective. As mentioned earlier, the goal for this section will be a 4% (2) reduction of crashes which contributes to the statewide reduction goals of crashes.

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:

Quarterly results as of: SSDQ (as of May 27, 2016)

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Deploying Core CVISN	Yes
PRISM	step 8	Yes
SSDQ	Good	Yes

Data Sources:

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

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

Rhode Island has continued to maintain an overall 'green' status for the past year. Improving crash data collection is a top priority of our program. Rhode Island will continue to increase its focus on projects, programs, and activities that will enhance the accuracy, speed and completeness of the collection of all FMCSA reportable large truck and bus crashes and hazardous materials incidents in all components of its records systems. We will continue to work with and assist our local police agencies who conduct inspections to ensure uniformity, accuracy, completeness, and timeliness of uploads.

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.

Rhode Island continues to maintain a "Green" status.

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.

The SSDQ evaluation assesses the completeness, timeliness, accuracy, and consistency of State-reported crash and inspection records in MCMIS. Each month, States receive an Overall State Rating of "Good," "Fair," or "Poor" based on nine performance measures and one indicator. Progress will be monitored with analysis of information obtained from A&I & MCMIS to evaluate the state's status.

3 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

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

Instructions:

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

Check this box if:

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

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

71

Performance Objective: Enter performance objective(s).

The objective is to ensure that every carrier's DOT number is checked through Query Central during roadside inspections.

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

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

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

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

All CEU members will check Query Central during roadside inspections to ensure that the carrier is not operating after being placed out of service, that the carrier has active operating authority (if required), and the carrier is registered with UCR. Each member attended in-service training and was instructed on the importance of this procedure every time a commercial motor vehicle is inspected. If an out of service carrier is discovered an inspector will notify a supervisor of the violation and the information will be referred to the Division Office for enforcement against the carrier.

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.

Prior to being processed every inspection report will be reviewed by a supervisor to make sure that each carrier was checked in Query Central and a copy of the print out was attached as required by CEU policy. Each inspection will also be checked to ensure that a carrier is not operating after being placed out of service, that the carrier has proper operating authority (if required), and the carrier is registered with UCR (if required). If an inspection is discovered that has not been checked or an issue is discovered it will be corrected and handled prior to being processed.

FMCSA also will monitor each state and will notify that state if any issues are discovered.

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.

CMV Safety Improvement object.

Problem Statement Narrative: Describe problem identified by performance data.

According to Safety Data provided by the FMCSA Motor Carrier Management Information System (MCMIS) for CY 2015, one vehicle configuration type and one cargo body type were consistently involved in a higher percentage of crashes as compared to the national average. The following numbers demonstrate the status of the same categories from CY 20145 data: 1. Single Unit Truck, 2 axle, 6 tires (66 crashes) (6 % higher than the national average), 2. Cargo Body Type: Dump (29 crashes) (3 % higher than the national average).

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

OBJECTIVE: To lower the total number of crashes involving CMV's with the vehicle configurations and cargo body types listed above. The total reduction will be an effort to bring the State of Rhode Island's totals in these categories in line with the national average. The target reduction for each of the problems listed above is approximately 4% over the next two years. All four of the categories have had a substantial decrease already in CY2016: 1. Single Unit Truck, 2 axle, 6 tires (2 crashes) 2. Cargo Body Type: Dump (3 crashes).

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

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

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

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

The Rhode Island State Police Commercial Enforcement Unit will focus a portion of its resources towards inspecting vehicles that fall within the following configurations: 1. Single Unit, 2 axle, 6 tires, 2. Cargo Body Type: Dump. Roadside inspectors will be provided with a listing of vehicle configuration types that will be utilized for guidance during patrol. Troopers will be directed to conduct two inspections of each of the above vehicle configurations each week. An approximate target for each configuration type will be eight inspections conducted each week.

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.

In order to quantify the activities for this plan, the target for each category will be 30 inspections per inspector/per quarter. The total target for each category is listed below: Unit Target Inspections (all inspectors/per qtr.)1.) Single Unit, 2 axle, 6 tires, 30.) Cargo Body Type: Dump 30.) Total Inspections 60. Progress will be monitored and reflected on quarterly reports submitted to the Division Administrator. As each quarter progresses, adjustments will be made if an increase in the allocation of resources appears necessary in order to produce a material effect on crash reduction. These configuration types, as noted above, are above the national average. This effort should result in a corresponding reduction in crashes within each category. The categories above will be made known to roadside inspectors as areas of concentration because ASPEN program does not category vehicle in the same manner as

crash reports.

Basic & Incentive Enforcement Activities

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

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

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

Instructions for Overview:

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

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

The CEU consists of one (1) Sergeant and one (1) Corporal serving as the MCSAP Coordinator and administrators, (1) one member dedicated to conducting Compliance Reviews, one (1) member dedicated to New Entrant Reviews and three (3) full-time roadside inspectors. All seven (7) members have been fully certified as a NASTI Level I inspector. Most members are certified in General Hazardous Materials, HM Bulk Package, and Motor Coach. The CEU plans on sending two additional members to attend General Hazardous Materials Course in the fall. In addition, the CEU has six (6) part-time members, who are qualified Level I inspectors and conduct inspections while on regular duty and during special details. Also one (1) of the part time member is trained to conduct New Entrant Audits and assist when needed. There are currently fifteen (15) certified inspectors from local agencies who conduct inspections on a part time basis. Local agencies with certified MCSAP inspectors do not receive state or federal funding to assist with their programs and therefore are not included in any MOE calculations. The CEU typically employs one (1) full-time civilian as a Data Entry Coordinator/Transportation Assistant. This position has just been filled after being vacant for the last several years due to a hiring freeze within the state.

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: RHODE ISLAND STATE POLICE

Enter the total number of certified officers in the Lead agency: 13

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	1275	100	0	1375	41.13%
Level 2	675	80	4	759	22.70%
Level 3	1079	21	8	1108	33.14%
Level 4	4	0	0	4	0.12%
Level 5	55	2	40	97	2.90%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	3088	203	52	3343	

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: NO FUNDED AGENCIES

Enter the total number of certified officers in this funded agency: 0

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:	8
Enter the total number of non-funded certified officers:	15

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: RHODE ISLAND STATE POLICE					
# certified officers: 13					
Funded Agencies: NO FUNDED AGENCIES					
# certified officers: 0					
Number of Non-Funded Agencies: 8					
# certified officers: 15					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	1275	100	0	1375	41.13%
Level 2	675	80	4	759	22.70%
Level 3	1079	21	8	1108	33.14%
Level 4	4	0	0	4	0.12%
Level 5	55	2	40	97	2.90%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	3088	203	52	3343	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources (i.e., number of officers, times of day and days of the week, specific corridors or general activity zones, etc.). Traffic Enforcement activities should include officers who are not assigned to a dedicated Commercial Vehicle Enforcement unit but conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

In order to meet the stated objective, the State of Rhode Island will have each inspector allocate a number of duty hours each week towards Traffic Enforcement Activities. Inspection activity is likely to coincide with hours dedicated to this effort, but setting a quota for the number of Traffic Enforcement inspections produced can become problematic during traffic tribunal hearings. Inspectors will be instructed to make the most efficient use of their time and effort and take advantage of circumstances that will allow them to produce the most effective outcome. Currently, Rhode Island has three (3) full-time roadside inspectors. The remainder of the unit is dedicated to either administrative or investigative work. Only the activities of the full-time inspectors can be scheduled for the purposes of this plan. Additional inspectors will assist with the support of this plan during their regular patrol activities. Activity will include a dedicated number of hours for Traffic Enforcement Activities throughout the State with a concentration in the Crash Corridor. Concentration in the crash corridor will have the multiplying effect of allowing inspectors to focus on both traffic enforcement and Level III inspections. Each full-time inspector will be assigned eight (8) hours of Traffic Enforcement patrol each week. In order to make the most efficient use of limited manpower, approximately 75% (6 hrs.) of the Traffic Enforcement activities will be concentrated in the crash corridor area. The remaining 25% (2 hrs.) will be spread throughout the state. Measurement will be achieved through the completion of 8 hrs of traffic enforcement each week for a total of 300 hours each quarter. While troopers traffic enforcement efforts will concentrate on CMVs, they will monitor the driving behavior of all vehicles and conduct traffic enforcement when violations are observed.

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	750
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	155
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	550

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

The annual objective of the Commercial Enforcement Unit's Compliance Review program is to complete six (6) compliance reviews on high-risk carriers as assigned by the Division Office and the State. As with many portions of this plan, the small number of carriers reviewed by State personnel makes it difficult to quantify a crash reduction rate. As mentioned in the FMCSA's Program Effectiveness Study, the average crash rate reduction of a company subjected to a CR will decrease by approximately 18.6%. Analysis of Rhode Island's CR effectiveness by the FMCSA, based on 2009 data, approximates a 44.6% reduction in crash rates among companies that have been the subject of a review. This translates into 19 fewer crashes within the state. Rhode Island will use the results of this study to support its participation in the CR/Intervention program. Rhode Island will continue to work with our Federal partners using the current CSA Carrier Intervention Program. For FY 2017, the measurement for this section will be the completion and upload of six (6) Compliance Reviews. State Safety Investigators will conduct Compliance Reviews and/or On-Site Interventions on carriers as assigned by the local Division Office as well as those from the lead MCSAP Agency. The Trooper assigned to this also assists our local FMCSA Office with C/R's and other carrier related investigations. These totals can not be shown as the C/R's are conducted by the lead FMCSA SI. This Trooper is also a canine handler and is also responsible for State Police assigned duties (not billed to the MCSAP Grant). The activity performed will be the completion of Compliance Reviews and/or Carrier Interventions. Enforcement action will take place as needed.

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

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

The State of Rhode Island dedicates one (1) CEU Trooper/Safety Investigator for Compliance Reviews. The Safety Investigator will complete at least six (6) Compliance Reviews throughout the year and assist the Division Office as needed. This performance-based approach will measure the number of CR's/Interventions completed/assisted and report to the Division office on a quarterly basis. Evaluation will include a determination as to whether more CR's can be completed by the Safety Investigator.

The Trooper assigned to this also assists our local FMCSA Office with C/R's and other carrier related investigations. These totals can not be shown as the C/R's are conducted by the lead FMCSA SI. This Trooper is also a canine handler and is also responsible for State Police assigned duties (not billed to the MCSAP Grant).

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

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



Our State does not conduct reviews/investigations.

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		0
Passenger		0
HM		0
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site	0	0
Passenger CSA Off-Site	0	0
HM CSA Off-Site	0	0
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	0	0
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	0	0
CSA On-Site Focused Investigations Sub-total	0	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	5	0
Passenger CSA On-Site Comprehensive	0	0
HM CSA On-Site Comprehensive	1	0
CSA On-Site Comprehensive Sub-total	6	0
CSA Investigations (all Types) Total	6	0
HM-Related Review Types		
Security Contact Reviews (SCRs)	0	0
Cargo Tank Facility Reviews	0	0
Shipper Reviews	0	0
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	6	0

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

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.:

The objective of the Education and Outreach plan is to reduce high-risk behavior among drivers of commercial and non-commercial motor vehicles, increase awareness of CMV safety, hazardous materials transportation, and Share the Road Safety campaign. One aspect of this educational component is providing safety information to various segments of the commercial motor vehicle industry to include: distracted driver and CSA implementation. An additional element in this section will include educating the law enforcement community on their role in commercial motor vehicle safety. The benefits of educating both law enforcement and industry appear obvious, but are difficult to quantify. The State of RI will continue to provide education and assistance to as much of the community as possible considering manpower and resources.

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	5
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	2
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

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

The Commercial Enforcement Unit will conduct public speaking engagements throughout the commercial motor vehicle and non-commercial motor vehicle community. It is anticipated that the demand for public speaking engagements will increase due to the full implementation of CSA. Although twelve (12) are planned, many more may be requested. Our goal will be to conduct twelve (12) public speaking engagements at various carriers, trucking agencies and commercial driving schools. These educational contacts will include information on safe vehicle operation as well as compliance with the FMCSR's and seatbelt use as well as the implementation of CSA. Depending upon the venue, one to two inspectors will be provided. In addition to direct speaking engagements, personnel (inspector/office personnel) will remain available for informational requests from the industry on an as needed basis.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly Performance Progress Report (SF-PPR):

A measure of performance for this section would be the number of engagements successfully completed. The completion of twelve (12) public speaking engagements will fulfill this objective. Totals for the above activity will be monitored on a quarterly basis. Personnel assignments will be adjusted accordingly in order to attain target numbers. Follow-up contact will be made after each assignment is completed in order solicit feedback for quality assurance.

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:

Rhode Island State Police

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

Maintain one full-time (FTE) CEU member that devotes 100% of his total activities to New Entrant Safety Audits. Additionally, utilize two (2) part-time auditors to assist in the support of this program. In addition, all auditors will be required to provide educational assistance which includes presenting corrective action procedures for those who fail their Safety Audits. Finally, ensure that all auditors can maintain the necessary certifications required to conduct Safety Audits and Commercial Motor Vehicle Inspections. All auditors are primarily responsible for locating and scheduling each carrier involved in the program. Auditors will complete each review and deliver completed packages to the local FMCSA office.

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.

Procedure:

The current New Entrant Program in RI provides for one (1) full-time Trooper to act as the program's primary contact. This Trooper is responsible for maintaining and distributing the list of carriers subject to a New Entrant Safety Audit. The Trooper in charge (TIC) will forecast the total number of audits due, and allocate the workload among part-time certified auditors accordingly. By completing these audits in a timely and efficient manner, Rhode Island fulfills its agreement to further the goals and objectives of this plan. While the workload assignments are disseminated at the state level, quality control is maintained by our Federal partners at the Division office.

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

The New Entrant Program is unique in that an approximate workload is supplied at the time of grant application. In addition to finance and productivity, quality is controlled as each Safety Audit is submitted. Each audit is reviewed by the State Program Manager. Periodic on-site reviews are also conducted as the State Manager accompanies the Auditor during a New Entrant audit.

Monthly monitoring will take place through the utilization of the MCMIS Database. Quarterly reports will be forwarded to the Division Administrator for review within 30 days of the end of each quarter. Periodic meetings with the FMCSA Division Administrator will be scheduled in order discuss the status of the program. Evaluating the effectiveness of this program will be determined by the total number of New Entrants removed from the list and Safety Audits completed as compared to the carriers that will become due within the next twelve months of FFY 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)	165	0
# of Safety Audits (Offsite)	0	0
TOTAL Safety Audits	165	0
# of Non-Audit Resolutions	155	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): \$218,598.00

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
Trooper (full time)(sworn)	7	100	2574	\$43.43	\$782,521.74	\$665,143.47	\$117,378.26	\$0.00
Civilian	1	100	1820	\$25.67	\$46,719.40	\$39,711.49	\$7,007.91	\$0.00
Sub-Total Salary					\$829,241.14	\$704,854.96	\$124,386.17	\$0.00
Overtime Information								
Overtime	9	100	238	\$60.10	\$128,734.20	\$109,424.07	\$19,310.13	\$0.00
Sub-Total Overtime					\$128,734.20	\$109,424.07	\$19,310.13	\$0.00
TOTAL PERSONNEL					\$957,975.34	\$814,279.03	\$143,696.30	\$0.00

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

The RI State Police CEU consists of 15 full and part-time employees (MCSAP eligible). The full-time members consist of 1 Sergeant, 1 Corporal, 5 Troopers (FTE's), and 1 Civilian (7 sworn personnel and 1 civilian). The part-time employees consist of 1 Sergeant, 2 Corporals, 3 Troopers and 1 Civilian (6 sworn personnel and 1 civilian).

The sworn full time members work approximately 2,574 hrs a year and the 1 civilian employee works approximately 1,820 hours, which is applied towards the grant. Full-time and part-time employees each work approximately 133 hours a year on a overtime basis (reflected in the above chart), which is applied towards the grant. The approximate budget amount for employees is \$957,975.34

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
Basic Funded Overtime*	1.45	\$71,939.70	\$1,043.13	\$886.66	\$156.47	\$0.00
Trooper (full time)(sworn)	43.50	\$782,521.74	\$340,396.96	\$289,337.41	\$51,059.54	\$0.00
Civilian	43.50	\$46,719.40	\$20,322.94	\$17,274.50	\$3,048.44	\$0.00
Sub-Total Fringe Benefits			\$361,763.03	\$307,498.57	\$54,264.45	\$0.00

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

Fringe benefits are a summation of the actual fringe benefits per employee at a rate of 43.5% of the average full time Trooper's salaries and 43.5% of the Civilian's annual salary which includes: FICA, Holiday, Retirement, Retirement Health, Assets Fringe Benefit, Health Insurance, Dental, and Vision.

Full Time Trooper: 43.5% of the Average annual salaries total - (\$782,521.74) = \$340,396.966

Civilian: 43.5% of annual salary total - (\$46,719.40) = \$20,322.94

The fringe rate for overtime is calculated at 1.45% (FICA Only), for a total of - (\$71,939.70) = \$1,043.13

The budgeted amount for fringe benefit in this proposal is for \$361,763.03. This rate is a percentage used for budgeting purposes and actual will be included with requests for reimbursement.

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
Cargo Tank Course	2	5	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Other Bulk Packaging Course	2	5	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Passenger Vehicle Inspection Course	1	5	\$1,000.00	\$850.00	\$150.00	\$0.00
North American Standard Part A and Part B Course	1	10	\$2,000.00	\$1,700.00	\$300.00	\$0.00
General Hazardous Materials Course	1	5	\$1,000.00	\$850.00	\$150.00	\$0.00
Annual MCSAP Workshop	2	5	\$3,600.00	\$3,060.00	\$540.00	\$0.00
FMCSA Annual In-Service Training	1	5	\$1,800.00	\$1,530.00	\$270.00	\$0.00
CVSA NAIC Conference	1	5	\$1,800.00	\$1,530.00	\$270.00	\$0.00
CVSA Spring Conference	2	5	\$3,600.00	\$3,060.00	\$540.00	\$0.00
CVSA COHMED Conference	2	5	\$3,600.00	\$3,060.00	\$540.00	\$0.00
CVSA Fall Conference	2	5	\$3,600.00	\$3,060.00	\$540.00	\$0.00
Sub-Total Travel			\$26,000.00	\$22,100.00	\$3,900.00	\$0.00

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

Two (2) members to attend the CVSA Fall Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Two (2) members to attend the CVSA COHMED Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

Two (2) members to attend the CVSA Spring Conference (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

One (1) member to attend NAIC (estimate) @ \$1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

The proposed cost for conference travel is \$12,600.

Training Travel (Transportation, Per Diem, Accommodations):

One (1) member to attend FMCSA In-service Training (location to be determined) (estimate) @ \$1,800 per person for a total of \$1,800 (Airfare, Per Diem, Accommodations).

Two (2) members to attend 2016 MCSAP Workshop (location to be determined) (estimate) @ \$1,800 per person for a total of \$3,600 (Airfare, Per Diem, Accommodations).

One member to attend General Hazardous Materials Inspection School (one week course) (location to be determined) (estimate) @ \$1000 per person for a total of \$1000.

One (1) member to attend North American Standard Part A and Part B (two week course) (location to be determined) (estimate) @ \$2,000 per person for a total of \$2,000 (Per Diem & Accommodations).

One (1) member to attend Passenger Vehicle Inspection Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$1,000 (Per Diem & Accommodations).

One (2) members to attend Other Bulk Packaging Course (one week course) (location to be determined) (estimate) @ \$1000 per person for a total of \$2,000 (Per Diem & Accommodations).

One (2) members to attend Cargo Tank Course (one week course) (location to be determined) (estimate) @ \$1,000 per person for a total of \$2,000 (Per Diem & Accommodations).

The proposed cost for training travel is \$13,400.

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
Patrol Vehicle	1	\$44,500.00	\$44,500.00	\$37,825.00	\$6,675.00	\$0.00
Sub-Total Equipment			\$44,500.00	\$37,825.00	\$6,675.00	\$0.00

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

The CEU needs to replace a vehicle that has reached it's life usefulness. The cost of a new fully equipped, division approved patrol vehicle is approximately \$44,500.

5 - Spending Plan: Supplies

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

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

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Office Supplies	1	Year	\$2,232.00	\$2,232.00	\$1,897.20	\$334.80	\$0.00
Roadside Inspector equipment	1	Year	\$2,200.00	\$2,200.00	\$1,870.00	\$330.00	\$0.00
Uniforms	1	Year	\$3,068.82	\$3,068.82	\$2,608.49	\$460.33	\$0.00
Sub-Total Supplies				\$7,500.82	\$6,375.69	\$1,125.13	\$0.00

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

Per the instructions in Part 5.4 all equipment under \$5000 per unit is to be included in the supply section. The below breakdown is both supplies and equipment cost:

Equipment:

The CEU will need non-vehicle equipment to conduct motor carrier safety inspections. Below is a list of equipment that will be needed (estimate): Brake chambermates, regulations/OOS Books (MCSR, HM Regs, OOS Books), wheel safety chocks, creepers, rulers, batteries (flash lights), OOS & CVSA decals, ect. This equipment is needed to replace older equipment that has reached its useful life. The budget amount for this equipment in this proposal is for \$2,200.

The proposed cost for uniforms and related items is \$3,068.82. This is needed to replace worn uniforms, web gear, and boots for 13 Troopers. The uniform is division approved and required wear. The unit researches the cost of the required items to get the best price available.

Supplies:

The CEU needs general office supplies for the year in order to support the MCSAP program. Supplies consist of: paper (to include thermal paper), pens, computer ink, staples, copier toner, and fax toner, etc. The proposed cost of the needed supplies is \$2,232.

The above figure is the breakdown for the year in equipment and supplies.

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:

RI has no 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 Expenditures
Copy Machine Lease	12	Month	\$332.53	\$3,990.36	\$3,391.81	\$598.55	\$0.00
CVSA Membership	1	Year	\$0.00	\$0.00	\$0.00	\$0.00	\$5,300.00
Conference Fees	6	Year	\$550.00	\$3,300.00	\$2,805.00	\$495.00	\$0.00
O&M Costs For ITD/PRISM	1	Year	\$50,000.00	\$50,000.00	\$42,500.00	\$7,500.00	\$0.00
Portable Toilets For Roadcheck Event	4	4	\$36.15	\$144.60	\$122.91	\$21.69	\$0.00
Copy Machine Maintenance & Supplies Contract	1	1	\$3,000.00	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Vehicle Fuel Costs	1	Year	\$0.00	\$0.00	\$0.00	\$0.00	\$23,923.85
Repair & Maintenance of Vehicles	1	Year	\$0.00	\$0.00	\$0.00	\$0.00	\$22,794.95
Air Cards & Mobile Telephones	1	Year	\$0.00	\$0.00	\$0.00	\$0.00	\$3,847.16
Audit Fees	1	Year	\$0.00	\$0.00	\$0.00	\$0.00	\$707.11
Sub-Total Other Costs				\$60,434.96	\$51,369.72	\$9,065.24	\$56,573.07

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

Conference Fees to attend CVSA Fall & Spring Conference and the COHMED Conference is \$3,300 (6 @ \$550 per conference for a total of \$3,300). The CEU leases a copy machine at the price of \$3,991 per year. The maintenance contract including supplies for the copy machine is approximately \$3,000 per year. This copy machine is used 100% for MCSAP related activities. O&M costs for deployed ITD/PRISM projects include \$22,500.00 for support and maintenance services for our Smart Roadside Automated Electronic Screening System. Due to the fact that our State's ITD/PRISM project is brand new, other O&M costs are unknown at this time. For planning purposes, as a "place holder", we are allocating a total of \$50,000 for O&M costs for deployed ITD/PRISM projects.

The following costs are planned MOE expenditures:

CVSA Annual Membership Fees: \$5,300

Vehicle Fuel Costs: \$23,923.85

Repair & Maintenance of Vehicles: \$22,794.95

Air Card & Mobile Telephone Costs: \$3,847.16

Audit Fees: \$707.11

Total Planned MOE Expenditures: \$56,573.07

8 - Spending Plan**Instructions:**

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,238,719.00	\$218,598.00	\$1,457,317.00

Allowable amount for Overtime (15% of total award amount without justification): \$218,598.00

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

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper (full time)(sworn)	\$665,143.47	\$117,378.26	\$782,521.73	\$0.00
Civilian	\$39,711.49	\$7,007.91	\$46,719.40	\$0.00
Overtime	\$109,424.07	\$19,310.13	\$128,734.20	\$0.00
Subtotal for Personnel	\$814,279.03	\$143,696.30	\$957,975.33	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Trooper (full time)(sworn)	\$289,337.41	\$51,059.54	\$340,396.95	\$0.00
Civilian	\$17,274.50	\$3,048.44	\$20,322.94	\$0.00
Overtime	\$148.80	\$37.20	\$186.00	\$0.00
Subtotal for Fringe Benefits	\$306,760.71	\$54,145.18	\$360,905.89	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Cargo Tank Course	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Other Bulk Packaging Course	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Passenger Vehicle Inspection Course	\$850.00	\$150.00	\$1,000.00	\$0.00
North American Standard Part A and Part B Course	\$1,700.00	\$300.00	\$2,000.00	\$0.00
General Hazardous Materials Course	\$850.00	\$150.00	\$1,000.00	\$0.00
Annual MCSAP Workshop	\$3,060.00	\$540.00	\$3,600.00	\$0.00
FMCSA Annual In-Service Training	\$1,530.00	\$270.00	\$1,800.00	\$0.00
CVSA NAIC Conference	\$1,530.00	\$270.00	\$1,800.00	\$0.00
CVSA Spring Conference	\$3,060.00	\$540.00	\$3,600.00	\$0.00
CVSA COHMED Conference	\$3,060.00	\$540.00	\$3,600.00	\$0.00
CVSA Fall Conference	\$3,060.00	\$540.00	\$3,600.00	\$0.00
Subtotal for Program Travel	\$22,100.00	\$3,900.00	\$26,000.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Patrol Vehicle	\$37,825.00	\$6,675.00	\$44,500.00	\$0.00
Subtotal for Equipment	\$37,825.00	\$6,675.00	\$44,500.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Office Supplies	\$1,897.20	\$334.80	\$2,232.00	\$0.00
Roadside Inspector equipment	\$1,870.00	\$330.00	\$2,200.00	\$0.00
Uniforms	\$2,608.49	\$460.33	\$3,068.82	\$0.00
Subtotal for Supplies	\$6,375.69	\$1,125.13	\$7,500.82	\$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
Copy Machine Lease	\$3,391.81	\$598.55	\$3,990.36	\$0.00
CVSA Membership	\$0.00	\$0.00	\$0.00	\$5,300.00
Conference Fees	\$2,805.00	\$495.00	\$3,300.00	\$0.00
O&M Costs For ITD/PRISM	\$42,500.00	\$7,500.00	\$50,000.00	\$0.00
Portable Toilets For Roadcheck Event	\$122.91	\$21.69	\$144.60	\$0.00
Copy Machine Maintenance & Supplies Contract	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Vehicle Fuel Costs	\$0.00	\$0.00	\$0.00	\$23,923.85
Repair & Maintenance of Vehicles	\$0.00	\$0.00	\$0.00	\$22,794.95
Air Cards & Mobile Telephones	\$0.00	\$0.00	\$0.00	\$3,847.16
Audit Fees	\$0.00	\$0.00	\$0.00	\$707.11
Subtotal for Other Expenses including Training & Conferences	\$51,369.72	\$9,065.24	\$60,434.96	\$56,573.07

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,238,710.15	\$218,606.85	\$1,457,317.00	\$56,573.07
Total Costs Budgeted	\$1,238,710.15	\$218,606.85	\$1,457,317.00	\$56,573.07

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	\$1,238,719.00	\$218,598.00	\$1,457,317.00

- The Total Grant Expenditures exceeds the Total Estimated Funding. Please revise spending plan(s) to reflect an amount that is equal to or less than the Estimated Funding amount.
- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.
- The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$953,232.63	\$168,217.52	\$1,121,450.15	\$0.00
Fringe Benefit Total	\$348,585.34	\$61,526.00	\$410,111.34	\$0.00
Program Travel Total	\$26,010.00	\$4,590.00	\$30,600.00	\$0.00
Equipment Total	\$37,825.00	\$6,675.00	\$44,500.00	\$0.00
Supplies Total	\$7,225.69	\$1,275.13	\$8,500.82	\$0.00
Contractual Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Expenses Total	\$51,369.72	\$9,065.24	\$60,434.96	\$56,573.07
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,424,248.38	\$251,348.89	\$1,675,597.27	\$56,573.07
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$1,424,248	\$251,349	\$1,675,597	\$56,573

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

- The Total Grant Expenditures exceeds the Total Estimated Funding. Please revise spending plan(s) to reflect an amount that is equal to or less than the Estimated Funding amount.
- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.
- The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.

Certification of MCSAP Conformance (State Certification)

I Colonel Steven G. O'Donnell, Superintendent, on behalf of the State (or Commonwealth) of Rhode Island, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

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

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Daniel DiBiasi.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a

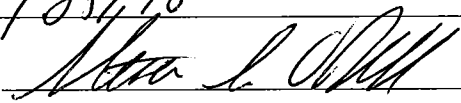
bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date

7/25/16

Signature



Annual Certification of Compatibility

In accordance with 49 C.F.R., Parts 350.331, as Superintendent for the Rhode Island State Police, I do hereby certify the State of Rhode Island's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations (FHMR) as follows:

INTERSTATE MOTOR CARRIERS; and

INTRASTATE MOTOR CARRIERS.

Signature: _____

Steven G. O'Donnell

Superintendent

Colonel

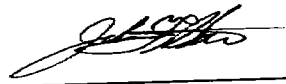
Date: _____

7/28/16

Statement of New Laws and Regulations

This statement is to certify that since the FFY 2016 eCVSP there have been no new laws, regulations or policy affecting CMV safety in the State of Rhode Island.

Sergeant John E. Furtado/MCSAP Coordinator



Enter State Name:
Enter Name of Lead MCSAP Agency:
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	\$1,018,639.30
Overtime (Allowed Basic and Incentive Funded)	
Other Payroll Costs (<i>describe</i>)	
(Specify)	
Subtotal for Personnel	\$1,018,639.30
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)	
(Specify)	
Subtotal for Fringe Benefits	\$0.00
Program/Travel	
Routine MCSAP-related Travel (Lodging/Meal Allowance)	\$24,567.73
Conference Travel	\$2,824.04
Training Travel	
(Specify)	
Subtotal for Program Travel	\$27,391.77
Equipment	
Vehicles and Related Vehicle Equipment	
Vehicles	
Other Inspection Vehicle Equipment (Radios, etc.)	
(Specify)	
Subtotal for Vehicles and Related Vehicle Equipment	\$0.00
Non-Vehicle Equipment	
Other Equipment (Not included above)	\$5,720.00
(Specify)	
Subtotal for Non-Vehicle Equipment	\$5,720.00
Subtotal for Equipment	\$5,720.00
Supplies	
Office Supplies	
Uniforms and Other Related Supplies	\$10,670.88
Computers	
Printers	
(Specify)	
Subtotal for Supplies	\$10,670.88
Contractual (Sub Grantees, Consultant Services, etc.)	
Lease Cost of MCSAP Vehicles	
(Specify)	
Subtotal for Contractual	\$0.00
Other Expenses	
Training Costs (Tuition, materials, etc.)	
CVSA Annual membership dues (not billed to grant/pd by State of RI)	\$5,300.00
Conferences Costs (Registration fees, etc.)	
Fuel Costs	\$23,923.85
Repair and Maintenance of Vehicles Not Under Contract	
Fleet Cost (Mileage/Repairs)	\$22,794.95
Communications (air cards, mobile phones, etc.)	\$3,847.16
AUDIT FEES	\$707.11
Subtotal for Other Expenses including Training & Conferences	\$56,573.07
TOTAL MCSAP ELIGIBLE COSTS EXPENDED	\$1,118,995.02
Federal Grant Funds Expended	\$849,937.56
Associated State Matching Funds Expended	\$212,484.39
Total Grant Related Funds Expended	\$1,062,421.95
Total MOE Funds Expended	\$56,573.07
CERTIFICATION AND VALIDATION OF FFY 2015 MOE EXPENDITURES	
TOTAL MOE BASELINE (MAP-21 Baseline years of 2004 and 2005)	\$54,253.92
TOTAL MOE EXPENDITURES	\$56,573.07
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:	DATE:
<i>Sandra Lopes, Director of Finance</i>	<i>7/22/16</i>
EMAIL ADDRESS FOR CERTIFYING OFFICIAL:	PHONE NUMBER:
<i>Sandra.Lopes@risp.gov</i>	<i>401 764 5785</i>

Footnote:

¹ Per MAP-21, only the total MCSAP-eligible expenditures of the State Lead agency in FFY 2015 (10/1/2014 through 9/30/2015) are to be included in the MOE calculation. Do not include MCSAP-eligible expenditures of other State agencies or subgrantees.