

WEST VIRGINIA

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

Date of Approval: Dec 16, 2016

Final CVSP

Basic and Incentive Program Overview

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

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

Instructions:

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

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

The Public Service Commission of West Virginia, Safety Enforcement Section, as an organization, is concerned with reducing crashes while improving highway safety.

The Public Service Commission of West Virginia strives to assist the Federal Motor Carrier Safety Administration's goal of reducing CMV related fatalities (large truck and buses) while conducting vehicle safety inspections of commercial motor vehicles and drivers at roadside and fixed scale facilities.

We aim to reduce fatalities in West Virginia by 4.5% or 1 fatality based upon SafetyNet data generated on June 2, 2016 reflecting 22 individual fatalities in West Virginia during CY2015.

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.

Currently, we have a total of 49 Enforcement Officers. Our MCSAP program personnel is described as follows: 39 Officers, 8 Supervisors, 1 SafetyNet analyst, 3 Managers and 1 MCSAP program specialist/grant coordinator who perform the MCSAP requirements in West Virginia's fifty-five counties. The MCSAP program receives the administrative assistance of 5 staff members. The Enforcement Officers, Supervisors and two of the three Managers are certified to conduct road-side inspections and maintain their CVSA certification. In addition, we have 4 Officers and 1 Supervisor who perform Safety Audits that may also perform MCSAP related activities. The Public Service Commission of West Virginia does not conduct any Traffic Enforcement without conducting a minimum of a North American Standard Level III inspection. The Public Service Commission of West Virginia lacks jurisdiction over Non-Commercial Motor Vehicles.

Our Enforcement Officers have received Impaired Driver Training. Newly hired officers will receive training. Preliminary Breath Tester's (PBT) are maintained by various Enforcement Officers for use at roadside as necessary. We continue quarterly efforts at coordinating joint DUI enforcement initiatives with the law enforcement entities throughout WV. Based upon CVSA inspection procedures and driver interviews, DIAP checks are performed during the roadside inspections.

In compliance with 49 CFR 350.201 our Enforcement Officers place 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 as well as confirming minimum financial/insurance requirements.

The Enforcement Section continues to be active in the Commercial Vehicle Safety Alliance (CVSA) roadside inspection program. Our personnel, when feasible, attend the CVSA Workshop and Annual Conference. We continue to be active in the Cooperative Hazardous Materials Enforcement Development (COHMED) organization that is concerned with the safe transportation of hazardous materials. We are committed to, and participate in the annual International Road Check. We also conduct several unannounced safety road checks in various locations throughout the State as well as routine Haz-Mat or Log-Book checks.

We continue our involvement with the West Virginia Division of Homeland Security and Emergency Management (WVDHSEM) formerly known as the West Virginia Office of Emergency Services. The staffing of the WVDHSEM is a combined effort of many agencies including but not limited to Public Service Commission of West Virginia, Department of Natural Resources, WV State Police, Environmental Protection Agency, Department of Agriculture, WV Fire Marshall's Office, WV National Guard, Federal Bureau of Investigations, WV Health Department, Red Cross, Office of Emergency Services staff and various other entities as needed. At the time of emergency activation, our Enforcement Officers serve an important role in protecting chemical plants and inspecting hazardous material shipments. Our plan of action was updated in FY2008 and is currently undergoing a revision.

We continue to be a part of the Safety Management Task Force. This task force is the combination of several State and Federal agencies. Those agencies include the following: Federal Highway Administration, Federal Motor Carrier Safety Administration, National Highway Traffic Safety Administration, Governor's Highway Safety, WV State Police, Department of Transportation, Division of Motor Vehicles, Department of Health & Human Resources and PSCWV. Previously we began comprehensive planning and goal setting for the next twenty years. In conjunction with our multi-agency participation, participation with the Governor's Highway Safety program is an integral part of our program.

As a result of our commitment to Click-It or Ticket campaign as well as the "Be Ready. Be Buckled" campaign, our Enforcement Officers noted 355 seat-belt violations between October 1, 2014 and September 30, 2015. We participate in Click-It or Ticket activities with the Governor's Highway Safety Program.

The Level VI program was developed by the Department of Energy in conjunction with the Commercial Vehicle Safety Alliance

(CVSA) as a result of a public outcry relating to the transportation of radioactive materials. As a result of the development of this program, a specialized training program was created to enable Enforcement Officers throughout the United States to properly inspect these Commercial Motor Vehicles and the packages that they carry for securement as well as radiation readings. The items that are commonly transported include the following: fuel rods, spent fuel rods, weapon grade material and naval reactors. There are three officers trained and certified for the inspection of radioactive materials. When we receive advance notice of a Highway Route Controlled Quantity, we perform a Level II or Level III inspection on these vehicles and then escort those shipments through West Virginia. During FY2015 a total of 16 shipments were inspected and we anticipate a minimum of 12 during FY2016.

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:

Our Enforcement Officers have received and maintain Impaired Driver Training certification.

Our Enforcement Officers have access to Preliminary Breath Tester's (PBT) for use at roadside as necessary. We continue quarterly efforts at coordinating joint DUI enforcement initiatives with the law enforcement entities throughout WV. Based upon CVSA inspection procedures and driver interviews, DIAP checks are performed during the roadside inspections.

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

Instructions:

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

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

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

Enter explanation of activities:

Our Enforcement Officers check operating authority on every vehicle inspected and place 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 as well as confirming minimum financial/insurance requirements.

The written policies both identified above are a part of our daily inspection procedures. We have incorporated the CVSA criteria. Training is provided to our officers relating to checking operating authority through the utilization of monthly training bulletins as well as annual in-service training. Management monitors, on a monthly basis, the activity relative to officers checking operating authority and placing vehicles out-of-service.

Basic and Incentive Program Effectiveness Summary - Past Performance

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

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

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

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

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	22	1	2
01/01/2014	12/31/2014	24	1	25
01/01/2013	12/31/2013	49	1	1
01/01/2012	12/31/2012	50	1	6
01/01/2011	12/31/2011	44	1.48	15

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

SafetyNet Crash Characteristics Summary Report for 2015 generated on June 2, 2016. Data for previous years was referenced in the FY2016 CVSP and generated on June 1, 2015.

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

In the FY2014 CVSP, we used calendar year 2012 fatal crash data and established 50 fatalities as our benchmark. In calendar year 2012 we had a reduction of one fatality - meeting our goal. Prior to FY2014 the established goals consistently supported FMCSA's annual national goal. On a State level and prior to FY2014 WV's goal included a planned reduction for fatal and non-fatal crashes. Beginning with FY2014 goals were established that reflected fatal crashes and non-fatal crashes independently and not as a joint reduction rate. Crash reduction defines our entire enforcement program. Based on the foregoing the goal is a rate equating to an actual number.

Based upon SafetyNet data generated on June 2, 2016 and during calendar year 2015 a total of 22 fatalities occurred on West Virginia's roadways. This is a decrease in one year of approximately 8.3%. Our previous reduction goal was a reduction of 4.16% or one individual fatality.

Through outreach and education we will continue to establish open lines of communication with law enforcement entities that are first responders to crashes relating to obtaining complete and accurate crash data, both fatal and non-fatal which will enable our agency a better understanding of the crashes that are occurring. Our greatest obstacle that is a consistent finding throughout all elements of our plan is the loss of manpower through retirements, officers finding opportunities with greater salaries and other departures.

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	0	0.02	0
01/01/2014	12/31/2014	1	0.02	0.02
01/01/2013	12/31/2013	2	0.02	2
01/01/2012	12/31/2012	4	0	4
01/01/2011	12/31/2011	3	0	3

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

June 3, 2016 - <https://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx> Summary statistics for Buses in all domiciles based on the MCMIS data source(s) covering Calendar Year(s) 2011-2015 for all crash events. West Virginia Summary Report.

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

Prior to the FY2014 CVSP the plan for Motorcoach and Passenger Carrier Goals were based upon increasing the number of inspections which has a direct impact on reducing crashes. As such and prior to the submission of the FY2014 CVSP, there was not a set goal relating to a reduction of fatalities relative to motorcoaches/passenger carriers. A goal was set for FY2014 and based upon SafetyNet data our goal has been met in Calendar Year 2013 and 2014. It is noted that as of June 9, 2015 there have been no fatalities or fatal-crashes in West Virginia as it relates to buses.

Based upon our FY2015 CVSP - where we noted that WV would continue a .02 reduction in fatality crashes based on a benchmark of 4 fatalities established in Calendar Year 2012. During CY2015 - we note no fatalities. Unfortunately and based on SafetyNet data generated on June 3, 2016 it is noted that a POV collided with a school bus and as a result a passenger in the POV lost their life. However, we will continue our reduction goals based upon the benchmarks established here which will continue to be a reduction of .02 per year with an expectation of 0 fatalities within the next five years.

Given the recent events throughout the United States involving Passenger Carriers, WV has determined that the motorcoach/passenger carrier initiative will continue indefinitely and we will conduct inspections at points of origin and destination independently as a State and in conjunction with the Federal Motor Carrier Safety Administration. Specifically, we will continue to work with the various casinos situated throughout WV to conduct destination inspections while continuing to work with Greyhound Bus Lines to conduct inspections on their passenger carriers at their terminal facilities. On all interstate passenger carrier inspections we will verify active Federal passenger carrier operating authority as well as insurance.

Our greatest obstacle which is a consistent finding throughout all elements of our CVSP is the loss of manpower through retirements, officers finding opportunities with greater salaries and other departures.

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	2.50	0
01/01/2014	12/31/2014	1	2.50	1
01/01/2013	12/31/2013	2	2.50	2
01/01/2012	12/31/2012	4		4
01/01/2011	12/31/2011	2		2

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

June 3, 2016 - <https://ai.fmcsa.dot.gov/CrashStatistics/rptHazmat.aspx?rpt=HMPL>

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

Goal has been met.

Prior to the FY2014 CVSP the State of West Virginia did not have a Hazardous Material Incident Reduction Goal. This was changed beginning with the FY2014 CVSP and a specific goal to reduce incidents including HM vehicles (HM Placard Present) by 2.5% (.1) from the 4 recorded in CY2012 is established. WV will continue a 2.5% reduction in fatality crashes based on a benchmark of 4 fatalities established in Calendar Year 2012. The expected outcome should be a reduction of at least .1 fatalities per year to meet this goal. It is noted that WV has a low number of fatalities involving hazardous materials and we will continue to focus on a fatality rate of 2.5% per year with an expectation of 0 fatalities within the next five years. As of June 3, 2016 there have been zero fatalities or fatality crashes in West Virginia (HM Placard Present).

Our greatest obstacle that is a consistent finding throughout all elements of our plan is the loss of manpower through retirements, officers finding opportunities with greater salaries and other departures.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015

Instructions:

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

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

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	5206	11608
10/01/2013	09/30/2014	4197	4718
10/01/2012	09/30/2013	7285	16142
10/01/2011	09/30/2012	10123	19845
10/01/2010	09/30/2011	12409	22295

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

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

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

SafetyNet Inspection Reports were utilized to capture the number of CMV Traffic Stops With an Inspection. The Reports were generated for the federal fiscal year on June 2, 2016. ,, The counts relating to the number of citation and warnings issued was compiled on June 2, 2015 utilizing internal PSC monthly report data.

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:

As of June 3, 2016 the following outreach and education activities have been conducted: 11-12-2015-Supervisor B. Vanorsdale met with the WV Auctioneers Association regarding DOT requirements. Farm vehicles, seatbelts and distracted driving were issues that were discussed. 12-31-2015-Officer P. Altovilla met with employees of Lighting Trucking Services, LLC where he discussed information relating to oil/gas operations as they relate to log books as well as CDL's, distracted driving and general safety issues. 2-29-2016 – Supervisor S. Morton met with drivers for Rig Buildings at their terminal in Mineral Wells. He discussed hours of service, procedure for D.O.T. physical exams with DMV, weight limits on state routes vs. county routes and travel time restrictions on oversize load permits. 3-23-016 – Supervisor J. Cline and Officer P. Altovilla met with employees of US Well Service where they discussed information relating to Part 383 – CDL, Endorsements and Restrictions, submission of medical certificate to DMV, Part 392 – Distracted Driving, Part 395 – Hours of Service, RDS required entries, Oil & Gas Exemptions, General Haz-Mat Shipping paper completion and retention, placards, cargo tank testing, PHMSA and Uniform Alliance credentials, size and weight regulations, permits, load securement, inspections procedures, etc. 3-30-2016 – Supervisor J. Cline, Officer J. Haas and Officer P. Altovilla met with employees of US Well Service where they discussed information relating to Part 383 – CDL, Endorsements and Restrictions, submission of medical certificate to DMV, Part 392 – Distracted Driving, Part 395 – Hours of Service, RDS required entries, Oil & Gas Exemptions, General Haz-Mat Shipping paper completion and retention, placards, cargo tank testing, PHMSA and Uniform Alliance credentials, size and weight regulations, permits, load securement, inspections procedures, etc.

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

To meet with 12 carriers (6 Haz-Mat Carriers) to discuss the importance of roadway safety and reducing intrastate carrier accidents occurring on WV roadways by 2% or 1 fatality from the CY2012 fatals.

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

The goal of reducing fatalities by 2% was met. As of April 1, 2016 we have met with and conducted 5 presentations which two included hazardous materials carriers.

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

As of June 3, 2016 our goals and objectives are on target for completion.

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.**

The Public Service Commission of West Virginia has conducted inspections on West Virginia's rural roads which is utilized by Marcellus Shale vehicles.

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

Through the utilization of MCSAP funds, we will conduct a minimum of 6,000 inspections on West Virginia's rural roads which is what vehicles associated with the Marcellus Shale drilling primarily utilize while utilizing the inspection process to raise awareness of the drivers of the federal regulations and submitting on a timely basis inspection reports to the PSC office.

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

SafetyNet data generated on June 3, 2016 (SAFETYNET Inspection MCSAP Quarterly Report) revealed that between 10-1-2015 to 5-31-2016 a total of 3,152 inspections were conducted on WV's rural roads.

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

It is our belief that we remain on target for reaching our goals and objectives.

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:

FY2015 - CVSP - SafetyNet data generated on May 30, 2014 (Crash Characteristics Summary Report) revealed that during FY2013 there were a total of 1,926 CMV crashes in the State of West Virginia. SafetyNet data also reflected that 1,079 or 56% of these crashes occurred in the following counties:

County	FY2013 Crashes BASELINE Established 5/30/2014	FY2015 Crashes 10-1-2014 to 5-31-2015 Data Generated 6-9-15	FY2016 Crashes 10-1-2015 to 5-31-2015 Data Generated 6-15-2016
Kanawha	256	22	215
Mercer	63	38	49
Berkeley	105	44	37
Raleigh	110	92	85
Harrison	80	59	45
Monongalia	111	63	59
Putnam	87	57	70
Ohio	122	94	82
Cabell	94	28	77
Fayette	51	63	36
Total	1,079	560	755

FY2017 - Based upon SafetyNet Data generated on 6-15-2016 it reflects that between October 1, 2015 and May 31, 2016 a total of 1,369 crashes occurred on West Virginia's roadways. This data indicates 755 of the 1,369 occurred in the ten counties identified above. Specifically, this data reflects that 55% of the crashes occurred in these counties which is 195 additional crashes occurred or 35% increase over the the data reported in the FY2016 CVSP.

Enter Data Source Capture Date:

06/15/2016

Enter Data Source:

SafetyNet - Crash Characteristics Summary Report.

Enter Crash Reduction Goal

FY2015 CVSP - West Virginia has established a new goal using Fiscal Year 2013 SafetyNet data as the benchmark establishing a ten county region whereby we will reduce crashes by 2% annually between 2015 and 2020 from the 1,079 identified above. FY2016 CVSP - Update - SafetyNet data generated on June 9, 2015 indicates that between October 1, 2014 and May 31, 2015 a total of 560 crashes occurred in the ten counties identified above. As such and based upon this data this is an improvement of 25.93% over the baseline data used in the goal of FY2013. FY2017 CVSP - Update - SafetyNet data generated on June 15, 2016 indicates that between October 1, 2015 and May 31, 2016 a total of 755 crashes occurred in the ten counties identified above. As such and based upon this data this is an increase in crashes between FY2015 and FY2016 of 34.82% or 195 crashes.

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.

Throughout the plan year we will conduct high visibility enforcement aimed at increasing the number of inspections conducted in these ten counties: Berkeley County, Cabell County, Fayette County Harrison County, Kanawha County, Mercer County, Monongalia County, Ohio County, Putnam County and Raleigh County. Conduct a minimum of 6,112.25 or 25% of all of WV's FY2017 inspections in the ten high crash counties while increasing the hours devoted to CMV Traffic Enforcement, Patrolling by 1% as well or an additional 147.94 hours above the 14,793.65 hours recorded between 10-1-14 and 9-30-15. We will also verify operating authority as well as confirming minimum financial/insurance requirements while checking the CDL status on all carriers inspected. Continue to increase awareness of Enforcement Officers of the Data Q's program and implications of data quality on carrier ratings when completing the inspections at the road-site while continuing to timely respond to Data Q challenges/requests for data review within the required 10 days but no more than 17 days.

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.

On a quarterly basis the management team will review data to ascertain the following goals are on target for completion:

Minimum of 6,112 or 25% of all of WV's FY2017 inspections in the ten high crash counties while increasing the hours devoted to CMV Traffic Enforcement, Patrolling by 1% as well or an additional 147.94 hours above the 14,793.65 hours recorded between 10-1-14 and 9-30-15. We will also verify operating authority as well as confirming minimum financial/insurance requirements while checking the CDL status on all carriers inspected.

Continue to increase awareness of Enforcement Officers of the Data Q's program and implications of data quality on carrier ratings when completing the inspections at the road-site while continuing to timely respond to Data Q challenges/requests for data review within the required 10 days but no more than 17 days.

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	Insufficient Data	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:

June 17, 2016 - West Virginia: Overall State Rating Report (Monthly Results as of: May 27, 2016). <https://ai.fmcsa.dot.gov/DataQuality/StateOverall.aspx>

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 7	Yes
SSDQ	Good	Yes

Data Sources:

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

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

The State of West Virginia is Good in all categories.

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.

The State of West Virginia is Good in all categories.

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.

We will monitor 100% of all crash data received from the West Virginia Division of Highways for complete information and ascertain the completeness and accuracy of the record prior to entry into the SafetyNet system.

We will continue working with the Division of Highways to see the establishment of a direct link from their ReportBeam system which houses all crash records in West Virginia directly into the Public Service Commission of West Virginia's SafetyNet system. Incomplete records would be rejected by the SafetyNet program and provided to staff for review and clarification prior to re-uploading.

On a quarterly basis and through education and outreach with the WV State Police Academy we will continue working with First Responders who complete crash reports at the time of CMV accidents.

3 - Passenger Carrier Enforcement**Instructions:**

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

Check this box if:

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

Problem Statement Narrative: Describe problem identified by performance data.

A&I Data generated on June 22, 2016 relative to Summary Statistics for Buses in all domiciles based upon MCMIS data source covering Calendar Years 2012 to 2015 for all crash events reveal the following trends in WV relative to Fatal and Non-fatal bus crashes in West Virginia: 2012 - 93; 2013 - 85; 2014 - 106 and 2015 - 91.

Based upon the data trends referenced herein, crashes involving buses decreased between 2014 and 2015 by 15 individual crashes or 14.15% and as a result of the crashes that did occur and given recent events throughout the United States involving Passenger Carriers, WV has determined that this initiative will continue indefinitely wherein we will reduce crashes by 1% annually.

We will conduct inspections at points of origin and destination.

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

Through the utilization of MCSAP funds and our 19 certified motorcoach/passenger carrier enforcement officers, we will work to increase our enforcement efforts relating to passenger carrier transportation safety while participating with FMCSA in all motorcoach strike force initiatives and conducting origin/destination inspections and other safety initiatives focused on the motorcoach industry and raising awareness of the federal ban on the use of hand-held cellular devices. During CY2015 there were 0 fatalities associated with motorcoach/passenger carriers and we will strive to maintain 0 fatalities during FY2017. Reduce Fatal and Non-Fatal bus crashes by 2% or 1.82 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 Objectives and Commercial Vehicle Enforcement Activities parts.

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

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

Program Activities: Additional information regarding how these activities will be implemented.

Participate with FMCSA in all motorcoach strike force initiatives and conduct origin/destination inspections and other safety initiatives focused on the motorcoach/passenger carrier industry while raising awareness through outreach with the carriers during the inspection process of the federal regulations as they directly impact passenger carriers while conducting 156.5 inspections per quarter. Timely submission of inspection data.

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.

Through utilization of the 19 certified bus inspectors and while conducting motorcoach/passenger carrier inspections we will educate carriers on highway safety, hours of service, driver safety, tailgating, and ban of CMV drivers to utilize hand-held mobile devices as well as seat-belt usage and conduct a minimum of 626 passenger carrier/motor coach inspections during FY2017 (2.5% of all inspections conducted in the State) with the anticipation of 156.5 per quarter.

This will be monitored on a quarterly basis by the Manager in charge of the passenger carrier program.

The regular routine passenger carrier/motor coach inspections will be performed by the certified bus inspectors in conjunction with regular inspections and terminal inspections as well as continual participation with FMCSA in the targeted bus strike-forces aimed at tourist destinations throughout West Virginia including but not limited to casinos while verifying credentials and operating authority of all carriers inspected

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%:	
Enter your State's OOS Catch Rate percentage if below 85%:	75
Enter your State's OOS Catch Rate percentage if below 85%:	75

Performance Objective: Enter performance objective(s).

Based upon data (Out-of-Service inspection report for 12 month period through April, 2016) received on June 9, 2016 from the Federal Motor Carrier Safety Administration outlining a trend of 12 months - we are at 75% on our catch-rate. During FY2017 we will strive to improve our catch-rate to a minimum of 85%.

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.

Given our catch-rate of 75% and through the use of recently attained ultra-high band radios as well as other real-time communications, carriers will be checked at roadside to verify whether they are operating under an OOS order. The Public Service Commission of WV received a PRISM grant to fund the purchase of the radios identified above. If connectivity is not possible, verification will occur once possible. Supervisors will continue to verify weekly that officers are checking OOS orders on inspections with managers verifying quarterly.

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.

Based upon data (Out-of-Service inspection report for 12 month period through April, 2016) received on June 9, 2016 from the Federal Motor Carrier Safety Administration outlining a trend of 12 months - we are at 75% on our catch-rate and during FY2017 will improve that rate to a minimum of 85%. Supervisors will continue to verify weekly that officers are checking OOS orders on inspections with managers verifying quarterly.

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.

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 commercial vehicle inspection is the foundation of WV's MCSAP program. As a result of our dedication to this program we will see that 24,449 inspections are conducted throughout FY2017 either road-side or at our 8 fixed facilities that provide us with resources to conduct inspections. The fixed locations are described as follows: I-68E Coopers Rock (Preston County) I-79 N&S Fairmont (Marion County) I-77 N&S Mineral Wells (Wood County) I-64E&W Winfield (Putnam County) I-70E Wheeling (Ohio County). In addition, and in compliance with 49 CFR 350.201, our Enforcement Officers place 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 as well as confirming minimum financial/insurance requirements. Enforcement Officers had previously been without real-time communications. Through the utilization of air-cards our Enforcement Officers have the capability to check various computer programs necessary for a real-time compliance check at the roadside which includes but it not limited to CDL status, verifying operating authority and proof of insurance through the utilization of L&I and Safer on all inspections. Management team will review management reports at a minimum on a quarterly basis.

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: WEST VIRGINIA PUBLIC SERVICE COMMISSION

Enter the total number of certified officers in the Lead agency: 54

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	5020	879	229	6128	25.06%
Level 2	7800	1080	117	8997	36.80%
Level 3	8104	45	32	8181	33.46%
Level 4	0	0	0	0	0.00%
Level 5	765	18	360	1143	4.68%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	21689	2022	738	24449	

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: N/A

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	0	0	0	%
Level 2	0	0	0	0	%
Level 3	0	0	0	0	%
Level 4	0	0	0	0	%
Level 5	0	0	0	0	%
Level 6	0	0	0	0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	1
Enter the total number of non-funded certified officers:	1

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: WEST VIRGINIA PUBLIC SERVICE COMMISSION					
# certified officers: 54					
Funded Agencies: N/A					
# certified officers: 0					
Number of Non-Funded Agencies: 1					
# certified officers: 1					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	5020	879	229	6128	25.06%
Level 2	7800	1080	117	8997	36.80%
Level 3	8104	45	32	8181	33.46%
Level 4	0	0	0	0	0.00%
Level 5	765	18	360	1143	4.68%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	21689	2022	738	24449	

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.

Our level of effort includes all 47 (officers and supervisors) of the Public Service Commission of West Virginia's MCSAP Enforcement Officers conducting Traffic Enforcement on a daily basis throughout the entire State of West Virginia. Experience, data, and a number of studies have shown that maintenance of a strong enforcement presence in the form of traffic enforcement and roadside inspections is a primary force in ensuring that CMV vehicles and drivers operate safely on the nation's highways. Traffic Enforcement and inspections are the foundation of the State of West Virginia's MCSAP program, and not only help to ensure that unsafe vehicles and drivers are dealt with appropriately according to the circumstances; they provide data which helps identify new carriers and carriers that have unsafe operating practices. Our statewide Traffic Enforcement activities play a critical role in minimizing the risks associated with the transportation of hazardous materials and passengers. Our practice of routine Traffic Enforcement leads to inspections that can be instrumental in identifying national problems, such as fatigued drivers or specific mechanical violations which seem to occur nationally. Based upon SafetyNet data generated on June 22, 2016 and in FY2015 a total of 5,206 Traffic Enforcement Activities were conducted in conjunction with an inspection. We will verify operating authority and proof of insurance through the utilization of L&I and Safer. The State of West Virginia does not conduct non-CMV traffic enforcement. In FY2017 we will strive to maintain a minimum of 5,000 Traffic Enforcement Activities conducted with a CMV Inspection as referenced in the table below.

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	5000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input type="radio"/>	<input checked="" type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	0

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

The Public Service Commission of West Virginia does not conduct traffic enforcement without an inspection nor do we conduct any non-cmv enforcement.

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 State of West Virginia does not conduct intra-state compliance reviews. WV only conducts interstate compliance reviews. With respect to the implementation of the CSA model – WV is at phase 2. We have one full-time Enforcement Officer who conducts compliance reviews, one part-time Enforcement Officer who conducts compliance reviews and one Manager who oversees the program. Assignments to the officers are made by the Federal Program Manager at the FMCSA Division Office.

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

N/A

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

On a quarterly basis the manager who oversees this program and conducts carrier investigations will review MCMIS to confirm that the two Enforcement Officers assigned to this program conducts the 15 reviews during FY2017.

Monthly the manager who oversees this program will work with the FMCSA Division Office to maintain officer training relative to an understanding of current regulations affecting this program.

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	8	0
Passenger CSA On-Site Focused	0	0
HM CSA On-Site Focused	0	0
CSA On-Site Focused Investigations Sub-total	8	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	6	
Passenger CSA On-Site Comprehensive	1	
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	7	0
CSA Investigations (all Types) Total	15	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	15	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 safely initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.:

Public education and awareness activities are essential to increasing the awareness of the general public of sharing the road safely with CMV while focusing on the FMCSA ban on hand-held mobile devices and utilization of seat-belts. These activities will raise the awareness of drivers of all ages and social groups of their responsibility in sharing the road which includes MCSAP partners at all levels directly impacting the behaviors of carriers will have a direct result on our fatality reduction goal of 2% in FY2015.

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	12
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	4
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	2
<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.

Based upon the Hazardous Materials (HM) - Overview (Summary of HM Activity in West Virginia) available at <http://www.fmcsa.dot.gov/safety-security/hazmat/hm-theme.htm> we will meet with one HM carrier bi-monthly to discuss highway safety, ban on hand-held mobile devices, seat-belt utilization and safety issues specifically related to HM carriers. We will also meet with one common carrier bi-monthly to discuss highway safety, ban on hand-held mobile devices, seat-belt utilization and safety issues.

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):

As a result of our out-reach with carriers aimed at share the road philosophies, including usage of seatbelts and FMCSA's ban on mobile hand-held electronic devices, during FY2014 we will reduce seat-belt violations from 1.67% of the inspections found in FY2015 to 1% of the inspections in FY2017 as a result of our efforts. This data will be evaluated by the Management team on a quarterly basis at a minimum.

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:

Public Service Commission of West Virginia

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.

Processing and completing safety audits within the statutory time limits. Entry date into the New Entrant program (as show 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 show 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.

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

The WVPSC will complete 285 New Entrant Safety Audits within the statutory guidelines outlined above from when a new carrier enters the program. 90% of the Safety Audits will be conducted on interstate carriers with 10% conducted on intrastate carriers. This will ensure that new carriers are in full compliance with the CMV safety and hazardous materials regulations. In addition, the auditors assigned to this program will conduct 160 driver/vehicle inspections during the safety audit process while also conducting 115 Non-Audit Resolutions. Approximately 75% of these audits will be conducted off-site with the remaining 25% conducted at a central location as a group audit or at the carrier's principal place of business.

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 WVPSC’s New Entrant Supervisor will review all inspection and audit reports for quality, completeness and accuracy throughout the month and will hold quarterly meetings to monitor progress toward program goals. The Manager will use FMCSA reports to monitor timeline requirements to prevent overdue carriers appearing in the inventory. The Manager will track the auditor’s activities through the utilization of MCMIS reports on meeting goals and objectives while reviewing SafetyNet data to ascertain all inspectors maintain certification.

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)	215	0
# of Safety Audits (Offsite)	70	0
TOTAL Safety Audits	285	0
# of Non-Audit Resolutions	115	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): \$343,740.00

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
Managers	3	32	1820	\$29.62	\$51,752.06	\$43,989.25	\$7,762.81	\$12,497.55
Supervisors	8	50	1820	\$22.74	\$165,547.20	\$140,715.12	\$24,832.08	\$40,466.21
Enforcement Officers	39	50	1820	\$15.42	\$547,255.80	\$465,167.43	\$82,088.37	\$133,982.37
Support Staff	5	30	1820	\$15.09	\$41,195.70	\$35,016.35	\$6,179.36	\$10,062.68
Sub-Total Salary					\$805,750.76	\$684,888.15	\$120,862.62	\$197,008.81
Overtime Information								
Overtime	49	2.76	1820	\$22.59	\$55,602.30	\$47,261.96	\$8,340.35	\$18,466.22
Sub-Total Overtime					\$55,602.30	\$47,261.96	\$8,340.35	\$18,466.22
TOTAL PERSONNEL					\$861,353.07	\$732,150.11	\$129,202.97	\$215,475.03

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

It is noted that the annual MCSAP award does not sustain our division budget that provides for the implementation of the annual CVSP.

The budget takes into account 39 Enforcement Officers, 8 Supervisors, 3 Managers and 5 Support Staff that are necessary to maintain the day-to-day operations of the State of West Virginia's MCSAP program outlined in the FY2016 CVSP. The hourly rates referenced above are averages of all respective position classifications with the percentages of time devoted to the MCSAP program reduced to make the chart above usable. The Division Director, Division Executive Secretary and Grant Coordinator/Paralegal's salaries are not directly MCSAP expensed even though all three positions provide support and resources toward the fruition of goals and objectives outlined herein.

All 50 enforcement officers assigned to the MCSAP program dedicate 100% of their time to said program. The 5 officers assigned to the New Entrant Program may conduct MCSAP activities. They are not included in this budget. Percentages are referenced in the table above as 32% and 50% to enable adequate funding for this program. The percentage of time calculated on the personnel spending chart reflects only the amount of personnel cost for the MCSAP budget. The rest of the personnel cost will be reflected in the MOE expenditures. All officers are dedicated to the MCSAP program at 100% of the 1,820 annual work hours. The five support staff are pro-rated according to the time devoted to the MCSAP program. All vehicles are 100% dedicated to the MCSAP activities. The percentages reflected in the table are actual costs that are billed to the grant. The annual MCSAP award will not cover the cost of salary so the tables reflects a percentage of costs actually billed back to the grant. The remaining, unbilled, costs of salaries are MOE.

The overtime expense of \$55,602.30 allows 2.76% of the annual 1820 hours for the 49 Enforcement Officers to effectuate the details outlined in the CVSP at an average rate of pay of \$22.59. One of the managers is not certified at this time.

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
Managers	35.80	\$51,752.06	\$18,527.24	\$15,748.15	\$2,779.09	\$4,341.63
Supervisors	35.80	\$165,547.20	\$59,265.90	\$50,376.10	\$8,889.89	\$13,940.71
Enforcement Officers	35.80	\$547,255.80	\$195,917.58	\$166,529.94	\$29,387.64	\$46,075.57
Support Staff	35.80	\$41,195.70	\$14,748.06	\$12,535.85	\$2,212.21	\$3,480.09
Overtime-Fringe-Average	35.80	\$55,602.30	\$19,905.62	\$16,919.78	\$2,985.84	\$0.00
Sub-Total Fringe Benefits			\$308,364.40	\$262,109.82	\$46,254.67	\$67,838.00

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

It is noted that our personnel expenses exceed the anticipated grant award.

The fringe benefits expense of \$308,364.40 not including MOE expenditures is necessary to maintain WV's MCSAP program and support the personnel (payroll costs) allocated in the budget described here. This expense provides for 39 Enforcement Officers, 8 Supervisors, 3 Managers and 5 Support Staff supported by this budget. The items included that are a part of the fringe rate of 35.8% across the board include the following items:

1. Retirement Match.
2. Health Premium Match.
3. Basic Life Insurance Match.
4. FICA Match.
5. Medicare Match.

The overtime fringe above is based upon the average salary rate for the officers working the program.

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
Tolls for Travel on Turnpike	50	365	\$802.45	\$682.08	\$120.37	\$0.00
Conference Travel - CVSA/MCSAP Planning	2	15	\$3,500.00	\$2,975.00	\$525.00	\$0.00
Routine MCSAP Travel	52	104	\$19,450.00	\$16,532.50	\$2,917.50	\$4,384.03
Sub-Total Travel			\$23,752.45	\$20,189.58	\$3,562.87	\$4,384.03

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

The estimated routine MCSAP-related Travel Expense (Lodging/Meal Allowance) is noted to be \$19,450.00 not including the Maintenance of Effort. This estimated expense allows for approximately \$374.04 to be utilized for routine travel for each of the 39 Enforcement Officers, 8 Supervisors, 3 Managers as well as the grant coordinator and Division Director (total of 52 individuals) during special operations in targeted enforcement areas that require additional saturation from officers from other regions that necessitates travel, routine road-checks that necessitates travel to other regions as well as outreach efforts throughout the State, as necessary. Each officer is expected to travel monthly to perform his or her duties, as needed and necessary.

The estimated Conference Travel expense not including the Maintenance of Effort in the amount of \$3,500.00 allows for routine travel expenses associated with the grant coordinator’s annual attendance at the annual CVSP planning session as well as management attendance at the semi-annual and the annual CVSA conferences. The estimated cost includes lodging, meal allowance and travel expenses.

The estimated expense of \$802.45 not including Maintenance of Effort allows for the various vehicles that find themselves needing to utilize the toll booths on the West Virginia Turnpike to be able to use those facilities without the necessity of personal payment requiring reimbursement. The transponders are used as necessary by the various officers who are stationed throughout the State of West Virginia. This allows for approximately \$66.87 per month to be utilized as necessary.

4 - Spending Plan: Equipment

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

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

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

If threshold is below \$5,000, enter threshold level: \$1,000

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Bullet Proof Vests	47	\$719.00	\$33,793.00	\$28,724.05	\$5,068.96	\$0.00
Radars	47	\$2,290.75	\$107,665.25	\$91,515.46	\$16,147.79	\$0.00
In-Car Camera	47	\$3,995.00	\$187,765.00	\$159,600.25	\$28,164.75	\$0.00
Digital Cameras	47	\$135.53	\$6,369.91	\$5,414.42	\$955.49	\$0.00
Sub-Total Equipment			\$335,593.16	\$285,254.18	\$50,336.99	\$0.00

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

All equipment to be purchased will be 100% MCSAP dedicated.

Costs were determined through researching available contracts as well as contacting previous vendors of old equipment to obtain costs estimates for updated purchases.

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
Computers	1	As needed	\$3,500.00	\$3,500.00	\$2,975.00	\$525.00	\$89.91
Uniforms/Related Supplies	50	Per Uniform	\$400.00	\$20,000.00	\$17,000.00	\$3,000.00	\$2,229.15
Office Supplies - Miscellaneous	1	Annual	\$35,700.44	\$35,700.44	\$30,190.47	\$5,509.96	\$3,853.45
Sub-Total Supplies				\$59,200.44	\$50,165.47	\$9,034.96	\$6,172.51

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

Office Supplies: The estimated expense relating to office supplies is \$35,700.44 not including Maintenance of Effort. This expense is to provide the necessary supplies, as needed, to the Enforcement Officers, Support Staff, Managers, Grant Coordinator and Division Director in the day-to-day operations and putting the annual Commercial Vehicle Safety Plan into effect. This line item as well as all line items contained in the State of West Virginia's MCSAP budget was computed using previously vouchered expenditures and includes, but not limited to, the following items necessary in the day-to-day operations: Letterhead, copy machine paper, toner, typewriter cartridges, calculator ribbons, staplers, tape dispensers, microfilming supplies, photographic film, books and periodicals, discs, thumb-drives, etc; storage charges for office file documents, all types of printing and supplies for printing, duplicating and reproducing, binding of printing, rebinding of books contracted to commercial printers or State-operated printing shops; word processors, telephones, safe deposit boxes, fees for usage/rental of portable comfort stations (i.e., port-a-pot), or any other equipment not owned by the spending agency. Includes rental of specific materials or equipment necessary for the production of a program or exhibit except for Training and Development; Postal: Those charges for postage, box rent, postage meter or any charges connected with the United States Postal System or charges by Central Mail. Freight: Charges for either shipping or receiving material. This will include courier service charges, motor freight, air freight and other express charges, such as fuel surcharge. United Parcel Service or similar companies' charges are to be considered freight charges; and all purchases of equipment (including firearms, and medical equipment) with dollar value less than \$1,000 not including computer equipment.

Please note that there is a rounding/spreadsheets issue and as a result the office supplies expense was manipulated by approximately \$154 to make the budget match the projected grant funding.

Uniforms and Other Related Supplies: The estimated expense of \$20,000.00 not including Maintenance of Effort, for Uniforms and Other Related Supplies will provide for approximately \$400.00 per each of the 39 Enforcement Officers, 8 Supervisors or 3 Managers (total of 50 individuals) for such items that includes the uniform required for wear each day of work. The Public Service Commission of West Virginia has a winter uniform and a summer uniform and will include upkeep of the uniform through dry-cleaning services. This figure will be adjusted per officer based upon additional officers hired throughout the year and in an effort to equip those officers with necessary uniforms.

Computers: The estimated expense of \$3,500.00 not including Maintenance of Effort for computers is necessary for the upkeep of newly purchased computers and additional purchases if man-power increases. This is an expense that will be spent on an as needed basis as no major upgrades are anticipated during FY2017.

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
Lease cost of MCSAP Vehicles	\$158,100.00	\$134,385.00	\$23,715.00	\$38,241.43
Maintenance Expense of Leased Vehicles	\$56,000.00	\$47,600.00	\$8,400.00	\$0.00
Sub-Total Contractual	\$214,100.00	\$181,985.00	\$32,115.00	\$38,241.43

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

Maintenance of Leased MCSAP Vehicles: The estimated expense of \$56,000.00 will be used to provide routine maintenance and repair of the 51 vehicles currently identified in our fleet. This will allow approximately \$1,098.04 per vehicle for the fiscal year to perform necessary maintenance which includes but is not limited tire replacement, oil changes, wipers, fluids, car washes, repairs on an as needed basis, etc.

Lease Cost of MCSAP Vehicles: Enforcement Officers are 100% dedicated to the MCSAP Program. 50 vehicles are provided to the Enforcement Officers and 1 vehicle is provided to the Division Director.

The estimated expense of \$158,100.00 for Lease Cost of MCSAP Vehicles not including the Maintenance of Effort will be utilized to pay the monthly lease amounts on the following vehicles currently assigned to the MCSAP fleet. The vehicles provided for through MCSAP funding include vehicles for the 39 Enforcement Officers, 8 Supervisors, 3 Managers and 1 Division Director. A total of 51 vehicles will be charged against MCSAP funding with that number increasing as additional staff are hired. These vehicles are necessary for Enforcement Officers to effectuate the CVSP on a regional basis which will result in reducing fatalities. Approximately 51 vehicles are wholly and partially maintained by the MCSAP program. It is noted that vehicles are assigned as necessary and available. Adjustments to the above-described vehicles is changed based upon availability and need. The budget described herein allows for an average annual expense of \$3,100.00 per vehicle. It is further noted that the for the award of a contract they are subjected to the competitive bid process via the WV Department of Administration and awarded to the most cost effective bidder. In addition, the lease agreements depreciate on a monthly basis and as such, the monthly payment amount is never the same.

The vehicles currently in our fleet are described as follows:

2016 Chevy Tahoe	2
2016 Ford Explorer	1
2015 Ford Interceptor	17
2014 Ford Expedition	1
2014 Ford Interceptor	1
2013 Ford Expedition	4
2013 Ford Taurus	3

2012 Ford Expedition	3
2011 Ford Crown Victoria	4
2011 Ford Expedition	5
2010 Ford Crown Victoria	10
Total	51

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
Communications (Air Cards & Cell Phones)	52	Individual Officer	\$500.00	\$26,000.00	\$22,100.00	\$3,900.00	\$4,770.34
Fuel Expense for Leased Vehicles	51	Individual Officer	\$2,800.00	\$142,800.00	\$121,380.00	\$21,420.00	\$22,240.14
CVSA Membership	1	Annual	\$2,889.00	\$2,889.00	\$2,455.65	\$433.35	\$0.00
CVSA Decals	4	Quarterly	\$200.61	\$802.44	\$682.07	\$120.37	\$0.00
Training Costs (Tuition and Materials)	1	13681.58	\$13,681.58	\$13,681.58	\$11,782.42	\$1,899.16	\$500.02
Sub-Total Other Costs				\$186,173.02	\$158,400.14	\$27,772.88	\$27,510.50

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

Training Costs: The estimated expense of \$13,681.58 not including Maintenance of Effort will be used to provide training opportunities to our Enforcement Officers throughout the State of West Virginia. These training items identified herein include, but are not limited to, the following:

1. Annual In-Service that all officers are required to attend;
2. Certification and recertification at the WV State Police Academy;
3. Certification through Part A, Part B, HazMat, MotorCoach and Bulk Packaging.
4. Annual attendance at COHMED training.

It is estimated that COHMED will cost approximately:

Conference	Travel Expense	Hotel Expense	Meals & Incidentals	Registration Fees	Total
COHMED – San Antonio, TX	\$400.00	\$954.00	\$350.00	\$450.00	\$2,154.00

In addition to the \$2,154.00 necessary for the COHMED training, this budget allows approximately \$221.68 for each of the 39 Enforcement Officers, 8 Supervisors, 3 Managers as well as the grant coordinator and Division Director (total of 52 individuals) to be utilized for training purposes as needed, justified and referenced above.

Please note adjustments were made to the training costs to make the budget total in the final comprehensive budget.

CVSA Decals: On a quarterly basis the Public Service Commission of West Virginia purchases CVSA decals. The budgeted amount

of \$803.00 would enable us purchase of these decals which are provided during the inspection process. The quarterly cost of the decals is approximately \$200.75 and we purchase approximately 50 booklets each quarter.

CVSA Membership Dues: The Public Service Commission of West Virginia is a member of the Commercial Vehicle Safety Alliance. The annual membership is \$5,300.00. Not including the Maintenance of Effort we budget \$2,889.00 toward our annual dues.

Fuel Costs: All 51 vehicles are 100% dedicated to the MCSAP Program. The budgeted amount of \$142,800.00 not including the Maintenance of Effort will be used to supply the 51 vehicles currently assigned in our fleet with \$2,800.00 in fuel annually to fully enable us to promote the State Program Objectives and National Program Elements which will enable the State of West Virginia to reduce fatalities.

Communications: All communication equipment is 100% dedicated to the MCSAP Program. The estimated expense of \$26,000 not including Maintenance of Effort will provide airs cards and/or mobile phones on an annual basis to the Enforcement Officers which will also include the Supervisors, Managers, Grant Coordinator and Division Director. These communicational devices will allow our staff the ability to communicate remotely in real-time at an expense of approximately \$499.98 for each of the 52 individuals referenced above.

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	\$1,947,859.00	\$343,740.00	\$2,291,599.00

Allowable amount for Overtime (15% of total award amount without justification): \$343,740.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$162,340.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Managers	\$43,989.25	\$7,762.81	\$51,752.06	\$12,497.55
Supervisors	\$140,715.12	\$24,832.08	\$165,547.20	\$40,466.21
Enforcement Officers	\$465,167.43	\$82,088.37	\$547,255.80	\$133,982.37
Support Staff	\$35,016.35	\$6,179.36	\$41,195.71	\$10,062.68
Overtime	\$47,261.96	\$8,340.35	\$55,602.31	\$18,466.22
Subtotal for Personnel	\$732,150.11	\$129,202.97	\$861,353.08	\$215,475.03

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Managers	\$15,748.15	\$2,779.09	\$18,527.24	\$4,341.63
Supervisors	\$50,376.10	\$8,889.89	\$59,265.99	\$13,940.71
Enforcement Officers	\$166,529.94	\$29,387.64	\$195,917.58	\$46,075.57
Support Staff	\$12,535.85	\$2,212.21	\$14,748.06	\$3,480.09
Overtime-Fringe-Average	\$16,919.78	\$2,985.84	\$19,905.62	\$0.00
Subtotal for Fringe Benefits	\$262,109.82	\$46,254.67	\$308,364.49	\$67,838.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Tolls for Travel on Turnpike	\$682.08	\$120.37	\$802.45	\$0.00
Conference Travel - CVSA/MCSAP Planning	\$2,975.00	\$525.00	\$3,500.00	\$0.00
Routine MCSAP Travel	\$16,532.50	\$2,917.50	\$19,450.00	\$4,384.03
Subtotal for Program Travel	\$20,189.58	\$3,562.87	\$23,752.45	\$4,384.03

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Bullet Proof Vests	\$28,724.05	\$5,068.96	\$33,793.01	\$0.00
Radars	\$91,515.46	\$16,147.79	\$107,663.25	\$0.00
In-Car Camera	\$159,600.25	\$28,164.75	\$187,765.00	\$0.00
Digital Cameras	\$5,414.42	\$955.49	\$6,369.91	\$0.00
Subtotal for Equipment	\$285,254.18	\$50,336.99	\$335,591.17	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Computers	\$2,975.00	\$525.00	\$3,500.00	\$89.91
Uniforms/Related Supplies	\$17,000.00	\$3,000.00	\$20,000.00	\$2,229.15
Office Supplies - Miscellaneous	\$30,190.47	\$5,509.96	\$35,700.43	\$3,853.45
Subtotal for Supplies	\$50,165.47	\$9,034.96	\$59,200.43	\$6,172.51

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lease cost of MCSAP Vehicles	\$134,385.00	\$23,715.00	\$158,100.00	\$38,241.43
Maintenance Expense of Leased Vehicles	\$47,600.00	\$8,400.00	\$56,000.00	\$0.00
Subtotal for Contractual	\$181,985.00	\$32,115.00	\$214,100.00	\$38,241.43

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Communications (Air Cards & Cell Phones)	\$22,100.00	\$3,900.00	\$26,000.00	\$4,770.34
Fuel Expense for Leased Vehicles	\$121,380.00	\$21,420.00	\$142,800.00	\$22,240.14
CVSA Membership	\$2,455.65	\$433.35	\$2,889.00	\$0.00
CVSA Decals	\$682.07	\$120.37	\$802.44	\$0.00
Training Costs (Tuition and Materials)	\$11,782.42	\$1,899.16	\$13,681.58	\$500.02
Subtotal for Other Expenses including Training & Conferences	\$158,400.14	\$27,772.88	\$186,173.02	\$27,510.50

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,690,254.30	\$298,280.34	\$1,988,534.64	\$359,621.50
Total Costs Budgeted	\$1,690,254.30	\$298,280.34	\$1,988,534.64	\$359,621.50

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	\$1,947,859.00	\$343,740.00	\$2,291,599.00

- **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	\$879,939.41	\$155,283.45	\$1,035,222.86	\$215,475.03
Fringe Benefit Total	\$315,018.43	\$55,591.48	\$370,609.91	\$67,838.00
Program Travel Total	\$26,209.28	\$4,625.17	\$30,834.45	\$4,384.03
Equipment Total	\$285,254.18	\$50,336.99	\$335,591.17	\$0.00
Supplies Total	\$56,937.56	\$10,230.03	\$67,167.59	\$6,172.51
Contractual Total	\$181,985.00	\$32,115.00	\$214,100.00	\$38,241.43
Other Expenses Total	\$202,515.14	\$35,557.88	\$238,073.02	\$27,510.50
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,947,859.00	\$343,740.00	\$2,291,599.00	\$359,621.50
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$1,947,859	\$343,740	\$2,291,599	\$359,622

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 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%.**

FY 2017 Certification of MCSAP Conformance (State Certification)

I, Robert D. Blankenship, Director, on behalf of the State of West Virginia, 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 Public Service Commission of West Virginia as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Public Service Commission of West Virginia 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 Pat Reed, Commissioner of the West Virginia Division of Motor Vehicles.
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 July 25, 2016

Signature Robert D. Blankenship

ANNUAL CERTIFICATION OF COMPATABILITY

In accordance with 49 C.F.R., Parts 350.213(1), as Director for the Public Service Commission of West Virginia, I do hereby certify the State of West Virginia compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations (FHMR), and has no variances or instances of incompatibility, as follows:

INTERSTATE MOTOR CARRIERS; and

INTRASTATE MOTOR CARRIERS.

Signature:


Robert D. Blankenship, Director
Transportation – Enforcement
Public Service Commission of West Virginia
P. O. Box 812
Charleston, WV 25323-0812
Telephone: 304-340-0391
Fax: 304-340-3755
E-mail: rblankenship@psc.state.wv.us

Date: July 25, 2017

Regulatory Compatibility Review:

- Results of the annual review to determine the compatibility of State laws and regulations with the FMCSRs and HMRS, including variances previously approved by FMCSA and variances submitted to FMCSA for approval consideration but not yet approved.
- Copy of any new law or regulation affecting CMV safety enforcement that was enacted by the State since the last CVSP.
- Annual Certification of Compatibility – Executed by the authorized State official attesting to the State's regulatory compatibility per 49 CFR 355. The Certification must identify any incompatibilities and include progress towards achieving compatibility and the date by which compatibility is expected.
- If a MCSAP on-site review identified any regulatory incompatibilities, identify new laws and/or regulations passed to address findings and achieve compatibility. If the incompatibility has not been corrected, identify when the review was performed and address the progress to achieve compatibility as well as a date at which compatibility is expected.

The State of West Virginia has implemented no new laws, regulations or policies affecting CMV safety during FY2016 that will impact the implementation of the FY2017 safety plan.

Signature: Robert D. Blankenship
Robert D. Blankenship, Director
Transportation – Enforcement
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Date: 10/4/16